URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1996

AGENDA
OF THE TRANSPORT AND ENVIRNMENT COMMITTEE

JAN. 15, 1996

URBAN/MUNICIPAL
CA4 ON HBL A05
C51TG
1996

KEN ROBERTS
CHIEF EXECUTIVE OFFICER
HAMILTON PUBLIC LIBRARY
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URBAN MUNICIPAL
JAN 15 1996
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 January 15
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **CONSENT AGENDA**

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   PUBLIC WORKS DIVISION

   Proposed 1996 Road and Sidewalk Reconstruction Capital Budget

3. **OTHER BUSINESS**

4. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back
3.	School Crossing Guard - Cochrane Road and Montrose Avenue	1995 December 4	Commissioner of Public Works and Traffic	Report Back - 1996 June 17th meeting
4.	Traffic Safety - Britannia Avenue between Kenilworth Avenue and Strathearn Avenue	1995 December 4	Department of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
1996 January 15

2.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 11

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **1996 Proposed Road and Sidewalk Capital Improvement Programme**

RECOMMENDATION:

1. That the proposed 1996 Road and Sidewalk Capital Improvement Programme in the amount of $7,445,000 be approved; and

2. That the Commissioner of Public Works and Traffic and the Commissioner of Transportation/Environmental Services be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received; and

3. That the Commissioner of Transportation/Environmental Services be authorized on an interim basis to proceed with the calling of tenders for projects in the Programme up to a maximum of $5,000,000 prior to the final Capital Budget approval.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Approximately $2,000,000 of this work will be undertaken by the Department of Public Works and Traffic, Streets Division. The projects to be undertaken by this Department are suited to the capabilities of our workforce and equipment, and do not conflict with underground work for sewer and watermain replacements.

Several similar large reconstruction projects were completed on schedule and under budget by the Department in 1995. These successful projects were completed with very high quality standards and positive customer relations with affected residents.

The undertaking of these capital projects "in house" facilitates a balancing of employee compliment and available work, recognizing the current budget reductions proposed for 1996 and future years.

BACKGROUND:

The Draft 1996-2005 Capital Budget makes a provision in the amount of $7,445,000 for the reconstruction of roads and sidewalks in the City in 1996. The proposed programme for 1996 is divided into the following sections:

a) Roads and Abutting Sidewalks
b) Sidewalks on Regional Roads
c) Sidewalks Only
d) Miscellaneous Projects
e) Supplementary List

The projects in the programme have been reviewed by the Public Works and Traffic, Roads, Planning and Transportation Departments and the Utility Companies. All of the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction.

All streets requiring reconstruction in the Programme have been identified in the latest Road needs study as "now deficient" or requiring reconstruction in the next one to five years in accordance with the criteria established by the MTO. Those roads requiring reconstruction in the one to five year range will be undertaken in conjunction with sewer/watermain work as higher priority is assigned to streets where sewer and/or watermain construction is proposed by the Region. Through this co-ordination of various construction activities, in addition to cost savings, less disruption to the area residents and the travelling public will be realized.

Based on the above considerations, the proposed 1996 Capital Improvement Programme is as shown on attached Schedule "A".

RPM/rb
attachment

c.c. A. Ross, City Treasurer
c.c. E. M. Gill, Senior Director, Roads
c.c. J. Halliday, Senior Director, Environmental Services

Schedule 'A'

CITY OF HAMILTON
1996 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS	ESTIMATE
Adair Avenue N & S	Queenston	Roxborough	road resurface-sidewalk reconstruction both sides	$112,000
Cumberland Avenue	Sanford	Gage	road reconstruction-sidewalk and curb reconstruction and repair	$1,463,000
Dunkirk Drive	Cochrane	west end	road reconstruction-sidewalk reconstruction and repair-both sides, in conjunction with Regional watermain work	$511,000
East 18th Street	Concession	Fennell	road reconstruction-sidewalk reconstruction and repair-both sides, in conjunction with Regional sewer work	$809,000
East 38th Street	Concession	Queensdale	road reconstruction-sidewalk reconstruction and repair-both sides in conjunction with Regional sewer work	$396,000
East 42nd Street	Seventh	Mohawk	road reconstruction-sidewalk reconstruction and repair-both sides, in conjunction with Regional sewer and watermain work	$668,000
East 43rd Street	Seventh	Fennell	road resurface-sidewalk reconstruction and repair both sides in conjunction with Regional sewer and watermain work	$156,000
Grandfield Street	Brentwood	Kingslea	road reconstruction-sidewalk reconstruction both sides in conjunction with Regional sewer and watermain work	$232,000
Market Street	Bay	Ray	road reconstruction-sidewalk reconstruction and repair-both sides, in conjunction with Regional sewer and watermain work	$530,000
Melbourne Street	Dundurn	Locke	road reconstruction-sidewalk reconstruction and repair-both sides, in conjunction with Regional sewer and watermain work	$364,000
Paling Avenue	Barton	north end	road reconstruction-sidewalk reconstruction and repair-both sides, in conjunction with Regional sewer and watermain work	$346,000
Reid Avenue N & S	Queenston	Roxborough	road reconstruction-sidewalk reconstruction both sides-in conjunction with Regional watermain work	$637,000
Seventh Avenue	East 42nd	East 43rd	road reconstruction-sidewalk reconstruction and repair-both sides in conjunction with Regional sewer work	$ 89,000
			TOTAL SECTION A	$6,313,000

B. **Sidewalks on Regional Roads**

STREET	FROM	TO	COMMENTS		ESTIMATE
Barton Street East	Kenilworth	Strathearne	reconstruction - both sides		$184,000
Mohawk Road East	Dodson	Upper Wellington	reconstruction and repair both sides		$53,000
				TOTAL SECTION B	$237,000

C. **Sidewalks Only**

STREET	FROM	TO	COMMENTS		ESTIMATE
Genesee Street	Upper James	West 2nd	reconstruction both sides, regrade and surface treat roadway		$61,000
Marcella Crescent	Summercrest	Summercrest	reconstruction and repair both sides		$179,000
Tindale Court	Quigley	End	reconstruction and repair both sides		$80,000
				TOTAL SECTION C	$320,000

D. **Miscellaneous Projects**

DESCRIPTION		ESTIMATE
Catchbasin and drain connections in conjunction with Regional sewer projects		$10,000
Pavement Management System - annual update		$40,000
Streetlighting - various locations		$450,000
Street tree planting in conjunction with reconstruction projects		$75,000
	TOTAL SECTION D	$575,000
	GRAND TOTAL	$7,445,000

E. **Supplementary List** - Streets may be done in the order listed if residual funds are available

STREET	FROM	TO	COMMENTS	ESTIMATE
Seventh Avenue	Upper Gage East 43rd	East 42nd East 45th	road reconstruction-sidewalk reconstruction and repair-both sides in conjunction with Regional sewer work	$227,000
Gertrude Street	Gage	Depew	road reconstruction-sidewalk reconstruction both sides	$355,000
Burfield Avenue	Brentwood	Kingsley	road reconstruction-sidewalk reconstruction both sides in conjunction with Regional sewer and watermain works	$233,000
Dallas Avenue	Upper Gage	west end	reconstruct and repair both sides, regrade and surface treat roadway subject to Regional investigation	$187,000
Delmar Drive	Daytona	Bendamere	reconstruct and repair both sides, subject to Regional investigation	$124,000
East 27th Street	Concession	Crockett	reconstruction-both sides, regrade and surface treat roadway subject to Regional investigation	$ 93,000
East 43rd Street	Queensdale	Fennell	reconstruction and repair both sides subject to Regional investigation	$181,000
Geneva Drive	Delmar	Bendamere	reconstruction and repair both sides subject to Regional investigation	$119,000
Sanford Avenue North	Barton	Cannon	reconstruction and repair both sides	$ 89,000
Shaw Street	Victoria	Wentworth	road reconstruction-sidewalk reconstruction and repair-both sides in conjunction with Regional sewer work	$480,000
			TOTAL SECTION E	$2,088,000

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 January 15
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Transport and Environment Committee Meeting
1995 December 4

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) Mountwood Avenue, south of Louisa Avenue

(b) Intersection of East 34th Street and Crockett Street

(c) Country Club Drive between Greenhill Avenue and Capilano Drive

(d) South side of Beechwood Avenue, east of Gage Avenue North

(e) West 34th Street between Bendamere Avenue and Leslie Avenue

(f) West 34th Street between Leslie Avenue and Angela Avenue

(g) Deschene Avenue between Hester Street and Washington Street

(h) Wavell Avenue between Inverness Avenue East and Churchill Avenue

(i) Glenvale Drive between Cranbrook Drive and Garth Street

ii. **Intersection Control**

(a) Intersection of Catharine Street South and Jackson Street East

(b) Intersection of Carson Drive and Moxley Drive

iii. **Miscellaneous**

(a) School Bus Loading Zone on Walnut Street South
adjacent to Queen Victoria School

(b) Application to lease a portion of the east boulevard of Hughson Street North adjacent to No. 200 Hughson Street North, Multiple Residential

(c) Intersection of Harmony Avenue and Vansitmart Avenue
Removal of Corner Clearances

(d) No. 220 Balmoral Avenue North
Request to Remove a Wheelchair Loading Zone

(e) No. 82 Leeming Street
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(f) No. 119 Adeline Avenue
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(g) No. 210 Gibson Avenue
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(h) No. 56 Peter Street
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

(i) Appointment of Parking Control Officers

(j) Supply and Delivery of Digital Solid-State
Traffic Signal Controllers and Associated Hardware

(k) Supply and Delivery of Traffic Poles, Hardware and Traffic Signal Arms during 1996, Public Works and Traffic Department

(l) Nos. 8 - 14 and Nos. 24 - 30 East 35th Street
Discharge of Two Commercial Boulevard Parking Agreements

(m) No. 29 Strathcona Avenue South
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(n) No. 11 East 21st Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(o) Supply and Delivery of Sign Sheeting During 1996

(p) Trial Closure of Mead Avenue

C. **CITY ENGINEER**
(Commissioner of Transportation and Environmental Services)

Encroachment Agreements

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1995 December 4
9:30 o'clock a.m.
Room 233, City Hall

1 (A)

The Transport and Environment Committee met.

There were

Present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, City Business
Also present:	Ms. B. Price, Hamilton Safety Council Ms. E. Gera, Roman Catholic Separate School Board Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Commissioner of Public Works and Traffic Mr. C. Firth-Eagland, Public Works and Traffic Department Mr. R. Meiers, Public Works and Traffic Department Mr. M. Hazell, Public Works and Traffic Department Mr. B. Malone, Public Works and Traffic Department Mr. G. Aston, Roads Department Mr. V. Terluk, Environmental Services Department Mr. M. Watson, Property Department Ms. L. Warren, Wingate Place Mr. K. Raymer, Overture Marketing Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **School Crossing Guard**
Cochrane Road and Montrose Avenue

The Committee was in receipt of a report dated 1995 October 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman Collins, the Committee agreed to table this item to its 1996 June meeting.

(b) **Concrete Island Extension, Centennial Parkway - North of Barton Street**

The Committee was in receipt of a report dated 1995 November 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

As there was no delegation present, the Committee approved the following recommendation:

(a) That the by-law to alter the north leg concrete island at the intersection of Centennial Parkway and Barton Street be passed and enacted; and,

(b) That the Commissioner of Transportation\Environmental Services, or his agents, be authorized and directed to carry out the works once all the necessary approvals have been obtained.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting of the Transport and Environment Committee for 1995 November 20 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

PUBLIC WORKS DIVISION

(i) **Construction of a Concrete Alley first south of Hunter Street from Bay Street to approximately 83.5m westerly (east-west portion only)**

The Committee was in receipt of a report dated 1995 November 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the construction of a concrete alley first south of Hunter Street from Bay Street to approximately 83.5m westerly, proceed as a local improvement pursuant to Section 12 of The Local Improvement Act at an estimated gross cost of $48,000. with a City's Share of $35,060.49 and an Owner's Share of $12,939.51 provided the owners of No. 136 Bay Street South and No. 121 Hunter Street West commute a portion of the Owner's Share for Nos. 130 and 132 Bold Street apportioned on a frontage basis as follows: No. 136 Bay Street South - $776.33 and No. 121 Hunter Street West - $806.48, and the remaining portion of the Owner's Share ($375.29) be added to the Owner's Share for No. 120 Bay Street South (City-owned) all as provided in the 1995 portion of the 1995 - 2004 Capital Budget; and,

(b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

(d) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary by-law in a form satisfactory to the City Solicitor; and,

(e) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

(ii) **Rental of Labour and Equipment for Snow Removal - 1995/1996 - 1996/1997**

The Committee was in receipt of a report dated 1995 November 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued to 1997 April 30 for the rental of labour and equipment for snow removal, in accordance with the specifications issued by the Manager of Purchasing and Vendor's tenders, as outlined in Appendix "A" attached hereto, and that this expenditure be financed through the Hired Equipment Clearing Account No. CH56602 60999.

TRAFFIC SERVICES DIVISION
Parking Regulations

(iii) **Brantdale Avenue between Cloverhill Road and Glenwood Crescent**

The Committee was in receipt of a report dated 1995 November 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Brantdale Avenue between Cloverhill Road and Glenwood Crescent and that the City Traffic By-law No. 89-72 be amended accordingly.

(iv) **Burton Street**

The Committee was in receipt of a report dated 1995 November 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Burton Street commencing at Cheever Street and extending to a point 114 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(v) **Potruff Road South between Gardenia Court and Robroy Avenue**

The Committee was in receipt of a report dated 1995 November 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the west side of Pottruff Road South commencing at Gardenia Court and extending to a point 156 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(vi) **Moxley Drive**

The Committee was in receipt of a report dated 1995 November 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the west side of Moxley Drive commencing at Carson Drive and extending to a point 48 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(vii) **Norway Avenue between Maplewood Avenue and Afton Avenue**

The Committee was in receipt of a report dated 1995 November 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Norway Avenue between Maplewood Avenue and Afton Avenue be replaced with a "No Parking" regulation on the east side and a "Permit Parking" regulation on the west side and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue two parking permits to Nos. 14 and 38 Norway Avenue and one parking permit per residence to Nos. 18, 24, 26, 28, 32, 36, 42, 46 and 50 Norway Avenue and any additional permits (to a maximum of 18) on a first come first served basis.

(viii) **Hunter Street East between James Street south and John Street South**

The Committee was in receipt of a report dated 1995 November 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the duration of the existing parking meters on the north side of Hunter Street East between James Street South and John Street South be revised from one hour to fifteen minutes; and,

(b) That the existing "Permit Parking" regulation on the north side of Hunter Street East which commences 78 feet east of James Street South and extends 46 feet easterly therefrom be revised, such that the regulation commences 101 feet east of James Street South and extends to a point 31 feet easterly therefrom; and,

(c) That a "No Stopping" regulation be implemented on the north side of Hunter Street East, commencing 53 feet east of Hughson Street South and extending to a point 50 feet west of Hughson Street South; and,

(d) That a "No Stopping" regulation be implemented on the south side of Hunter Street East commencing at a point 276 feet east of James Street South and extending to a point 143 feet easterly therefrom; and,

(e) That a "Commercial Vehicle Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 208 feet east of James Street South and extending to a point 68 feet easterly therefrom; and,

(f) That a "Taxi Stand, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 132 feet east of James Street South and extending to a point 75 feet easterly therefrom; and,

(g) That a "Wheelchair Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 261 feet west of John Street South and extending to a point 20 feet westerly therefrom; and,

(h) That a "No Parking - Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 65 feet west of John Street South and extending to a point 196 feet westerly therefrom; and,

(i) That the City Traffic By-law No. 89-72 be amended accordingly.

(ix) **No. 32 Northgate Drive**

The Committee was in receipt of a report dated 1995 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Northgate Drive commencing at the southerly end and extending to a point 45 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(x) **No. 499 Mary Street**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 November 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Mary Street commencing at a point 135 feet south of Wood Street East and extending to a point 20 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Edmund Mroz, No. 499 Mary Street.

(xi) **Intersections of Shynal Avenue and Morley Street**
Tate Avenue and Morley Street

The Committee was in receipt of a report dated 1995 November 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Shynal Avenue and Tate Avenue be required to stop for eastbound and westbound traffic on Morley Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(xii) **Canadian Corps of Commissionaires Annual Billing Rates for 1996**

The Committee was in receipt of a report dated 1995 November 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1996, in accordance with specifications issued by Purchasing and Vendor's quote, as follows:

Position	**Billing Rate Per Hour**
Sergeant	$ 11.91
Commissionaire	$ 10.98

C. CHIEF ADMINISTRATIVE OFFICER

Hamilton, Home of Grey Cup '96 Signing

The Committee was in receipt of a report dated 1995 November 29 from the Chief Administrative Officer respecting the subject matter.

The Committee approved the following recommendation:

(a) That approval be granted for the erection of signs identifying Hamilton as the location of the 1996 Grey Cup game, at major City of Hamilton entrance points on City of Hamilton Roads as requested by Grey Cup 96 Inc.; and,

(b) That the cost of signs erected identifying Hamilton as the location of the 1996 Grey Cup game be recovered from Grey Cup 96 Inc.; and,

(c) That the Ministry of Transportation of Ontario be formally requested to erect signs identifying Hamilton as the location of the 1996 Grey Cup game, on the Provincial Highways at major City of Hamilton entrance points, as requested by Grey Cup 96 Inc.; and,

(d) That the cost of signs that the Ministry agrees to the erection of identifying Hamilton as the location of the 1996 Grey Cup game be recovered from Grey Cup 96 Inc.

D. CITY ENGINEER
(Commissioner of Transportation/Environmental Services)

(i) **Encroachment Agreements**

The Committee was in receipt of a report dated 1995 November 15 from the Commissioner of Transportation/Environmental Services respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "B", attached hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "B" be set for the encroachments.

(ii) **Street Incorporation**

The Committee was in receipt of a report dated 1995 November 22 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into a certain street in order to complete the final street width or to provide access to the newly registered subdivision agreement:
Appleblossom Drive Block 31 Plan 62M-710; and,

(b) That the by-law to carry out the incorporation of the said land into the foregoing street be approved; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(iii) **1995 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1995 November 15 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

" ELEANOR HEIGHTS ADDITION - PHASE TWO ", Hamilton
City's Share $ NIL Subdivider's Share $ 71,839.; and,

(b) That the Mayor and the City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Eleanor Heights Addition - Phase Two", and any other related documents for this Subdivision subject to the approval of the City Solicitor; and,

(c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

(iv) **Advertent Encroachment**
No. 154 Burlington Street East, Retaining Wall

The Committee was in receipt of a report dated 1995 November 27 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the application of Flamboro General Homes Inc. (Ontario Corporation) to install and maintain a retaining wall measuring 1.0m X 5.49m X 1.64m onto the Burlington Street road allowance be approved, subject to the following conditions:

(i) That the applicant enter into an Encroachment Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the Law Department; and,

(ii) That the applicant pay a first year fee of $252. for processing and registration and an annual fee of $25.; and,

(b) That the Mayor and the City Clerk be authorized to sign and execute all necessary documents to execute this agreement.

E. **DIRECTOR OF PROPERTY**

Offer to Purchase/Authority to Enter, Part of No. 26 Ewen Road, Hamilton

The Committee was in receipt of a report dated 1995 November 21 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Offer to Purchase agreement between The Regional Municipality of Hamilton-Wentworth and The Corporation of the City of Hamilton executed on 1995 November 21 and scheduled to close on or before 1996 January 19 for the purchase by the Region of part of Lot 55, Concession 1, in the former Geographic Township of Ancaster, now in the City of Hamilton, being a parcel of vacant land having a frontage of 7.867 metres (25.81 feet) more or less, along the western limit of Ewen Road, and a depth of 26.359 metres (86.48 feet) more or less, comprising an area of 0.021 hectares (0.051 acres) more or less, shown as Part 1 on Plan 62R-13242 subject to a pipeline easement in favour of Union Gas Limited over the northern half of Part 4 on Plan 62R-6555, known municipally as part of 26 Ewen Road, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $16,800. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(b) That an Authority to Enter between The Regional Municipality of Hamilton-Wentworth and The Corporation of the City of Hamilton executed on 1995 November 21 for the lands being composed of part of Lot 55, Concession 1, in the former Geographic Township of Ancaster, now in the City of Hamilton, being a parcel of vacant land having a frontage of 7.867 metres (25.81 feet) more or less, along the western limit of Ewen Road, and a depth of 26.359 metres (86.48 feet) more or less, comprising an area of 0.021 hectares (0.051 acres) more or less, shown as Part of Plan 62R-13242 subject to a pipeline easement in favour of Union Gas Limited over the northern half of Part 4 on Plan 62R-6555, known municipally as part of No. 26 Ewen Road, Hamilton, be approved; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049,

(i) satisfactory Notice has been given to the public of the intended sale; and,

(ii) no appraisal of the fair market value of the property being sold was obtained as the lands are exempt from this requirement; and,

(iii) the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

F. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

1996 Schedule of Meetings for the Transport and Environment Committee

The Committee was in receipt of a report dated 1995 December 4 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined Transport and Environment Committee Schedule of Meetings for 1996, be approved:

TRANSPORT AND ENVIRONMENT COMMITTEE
SCHEDULE OF MEETINGS FOR 1996

Report titles to be listed in the "S" Drive by 5:00 p.m.	Deadline for Reports 12:00 noon	Agenda Review Meetings 12:00 noon Room 219	Committee Meetings 9:30 a.m. Room 233	Council Meetings 7:30 p.m. Council Chamber
January 12	January 12	January 16	January 22	January 30
January 26	January 26	January 30	February 5	February 13
February 23	February 23	February 27	March 4	March 12
*April 12	April 12	April 16	April 22	April 30
April 26	April 26	April 30	May 6	May 14
June 7	June 7	June 11	June 17	June 25
**June 21	June 21	June 25	July 4	July 9
August 9	August 9	August 13	August 19	August 27
September 6	September 6	September 10	September 16	September 24
September 20	September 20	September 24	September 30	October 8
October 25	October 25	October 29	November 4	November 12
November 22	November 22	November 26	December 2	December 10

***Please note the Easter Holiday Schedule**

**** Please note the summer schedule for the month of July the meeting is on Thursday due to the Canada Day Holiday on July 1st**

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) Landscape Advertising

The Committee was in receipt of a report dated 1995 November 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Firth-Eagland reviewed the report and indicated that the Committee would be requested to approve each individual project in terms of how appropriate the ad was, the location, etc.

Following considerable discussion respecting the terms of the contract, the Committee agreed that the item be tabled and that staff be requested to bring back further details respecting the proposed contract with Overture Marketing.

(b) **Continuous Improvement Programme**
Sanitation Division

The Committee was in receipt of a report dated 1995 November 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the following continuous improvement initiatives in the Department of Public Works and Traffic's Sanitation Division be endorsed as current budget reductions for consideration in the 1996 Current Budget Deliberations:

(a)	Salaries base reduction	$300,000.
(b)	Operational improvements at Transfer Stations and SWARU	$140,000.
(c)	Fleet management improvements	$200,000.
(d)	Supervisory direct chargeback elimination	$ 50,000.

(c) **Request for Construction of Sidewalks on Wingate Place in Wheten Court Subdivision**

The Committee was in receipt of a report dated 1995 November 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Meiers reviewed the details of the report and indicated that nine of the thirteen property owners on Wingate had signed a petition requesting the installation of the sidewalks.

The Chairman indicated that a second petition had been received consisting of residents who oppose the installation of the sidewalks.

The Committee agreed to hear a presentation from Ms. L. Warren a resident of Wingate Place. Ms. Warren reviewed the development history of the area and indicated that she opposed the sidewalks. She added that she felt that some residents had signed the petition for the sidewalks on the basis of false information.

Following further discussion, the Committee approved the following recommendation:

(a) That the request of nine of the thirteen owners on Wingate Place for the construction of concrete sidewalks on Wingate Place in Wheten Court Subdivision, at an estimated cost of $19,100., be approved; and,

(b) That the Commissioner of Transportation/Environmental Services be authorized and directed to construct these works on behalf of the City; and,

(c) That the Finance and Administration Committee recommend a source of funding for this project.

(d) **Garbage Collection in the Alleyways servicing King Street from James Street to Wellington Street**

The Committee was in receipt of a report dated 1995 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be directed to provide a second scheduled pick up of garbage on Fridays for the alleyways which serve King Street between James Street and Wellington Street.

(e) **Proposed Staffing Changes in Public Works and Traffic Department**

The Committee was in receipt of a report dated 1995 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Hazell reviewed the report and following brief discussion, the Committee approved the following recommendation:

(a) That, effective 1996 January 1, the staff complement of the Public Works and Traffic Department be adjusted as follows:

DELETE

Parking Control Supervisor	1.0 FTE
Parking Violation Clerk I	1.0 FTE
Parking Control Officer	1.0 FTE
Administrative Assistant II	1.0 FTE

ADD

Traffic Legislative Specialist	1.0 FTE
Clerk/Dispatcher	1.0 FTE; and,

(b) That the responsibility, accountability, equipment, vehicle and budget allocation for Noise Control (and related enforcement activities) be transferred to the Community Traffic Services Division effective 1996 January 1.

4. <u>CITY ENGINEER</u>
(Commissioner of Transportation/Environmental Services)

Decontamination of PCBs by PPM Canada Inc. for International Iron and Metal Company

The Committee was in receipt of a report dated 1995 November 24 from the Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of the Environment and Energy be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for International Iron and Metal Company at No. 1640 Brampton Street, Hamilton, Ontario; and,

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of the Environment and Energy be waived so that the proposed work can be carried out as scheduled.

Note: Alderman M. Kiss recorded opposed to Sub-Section (b)

5. OTHER BUSINESS

(a) **Fairfield Avenue**

Alderman Copps raised the issue of traffic safety on Fairfield Avenue between Kenilworth Avenue and Sherman Avenue and following discussion the Committee agreed that the Chairman, Alderman Copps and staff would meet with area residents on this issue and that Traffic Division staff be directed to report back on the matter at a future meeting.

(b) **Mead Avenue**

Alderman Copps raised the issue of Mead Avenue and following brief discussion, the Committee agreed that the issue be considered at it's January meeting.

(c) **Gas Pumps - City Hall Garage**

The Committee discussed the issue of private business vehicles apparently filling up with gas at the City Hall garage gas pumps and subsequently directed that the Commissioner of Public Works and Traffic report back on the matter.

(d) **Waste Management Issue**

The Committee agreed to move in camera to discuss a personnel matter.

Following the in camera session, the Committee moved out of camera and approved the following recommendation:

(a) That the Regional Municipality of Hamilton-Wentworth and all other area Municipalities be advised that the City of Hamilton recommends that the Waste Management Co-ordinating Committee format be amended so that elected representatives from all area Municipalities and the Region meet with the Staff Technical Committee at key intervals; and,

(b) That the Regional Municipality of Hamilton-Wentworth and all area Municipalities be requested to appoint a political representative to meet with the Waste Management Co-ordinating Committee.

(c) That Alderman G. Copps and Alderman H. Merling be appointed as the political representatives to meet with the Waste Management Co-ordinating Committee.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 December 4th
/mjw

1(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 14
File No. TEC-280-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Mountwood Avenue, south of Louisa Avenue - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Mountwood Avenue commencing at a point 54 feet south of Louisa Avenue and extending to a point 73 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

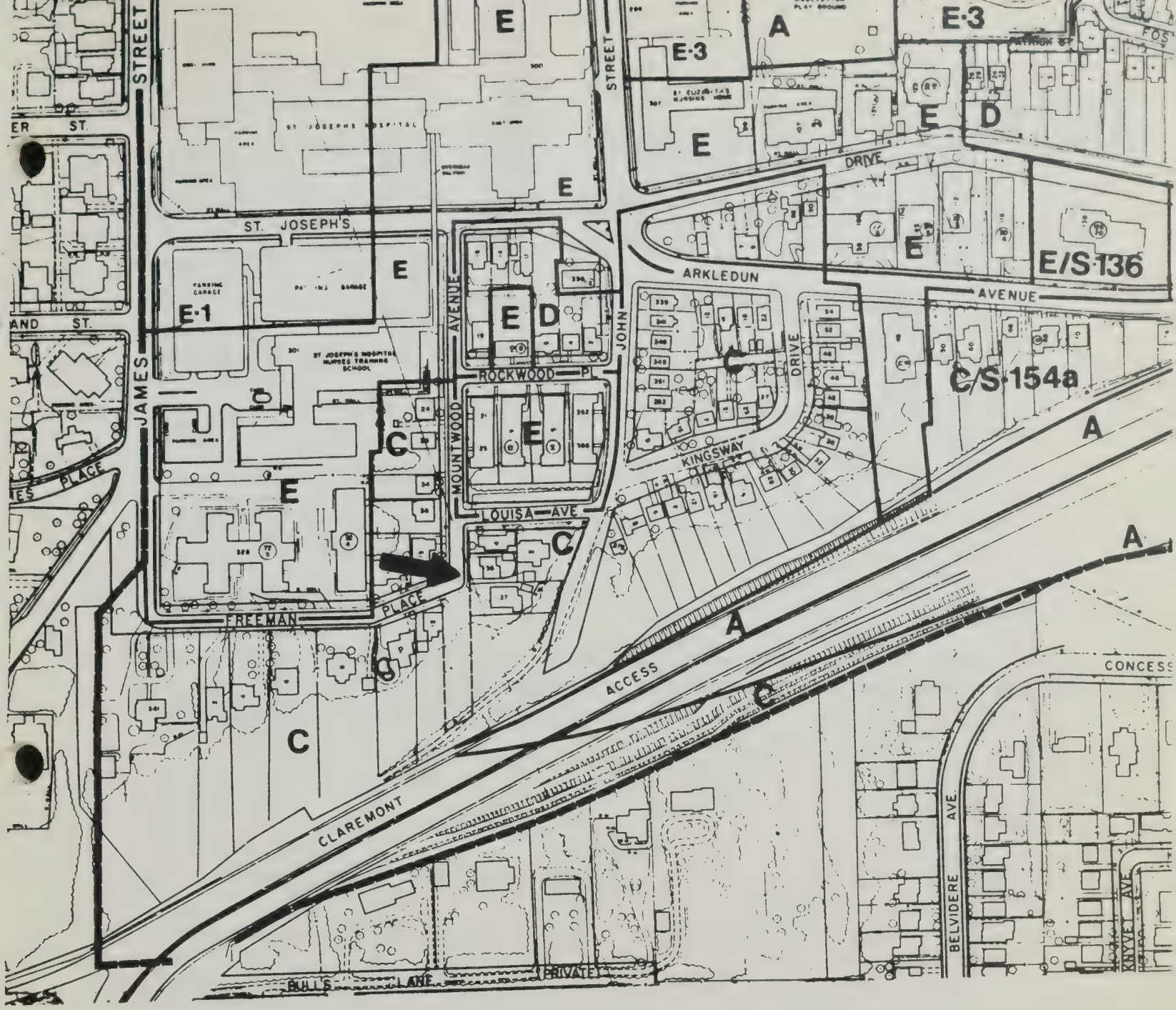
A representative of the Streets and Sanitation Division has again requested that a "No Parking" regulation be implemented on the east side of Mountwood Avenue, directly in front of 35 Freeman Place, to facilitate turning movements by Public Works maintenance vehicles at this 90 degree turn in the roadway.

Mountwood Avenue has a 22 foot pavement width, and presently, there is a "No Parking" regulation on the west side of the street and there is unrestricted parking on the east side of the street immediately south of Louisa.

This request was previously approved by City Council in September 1994, but the "No Parking" signs were subsequently removed after staff received complaints from three area residents. City Council approved the removal of the regulation since staff of the Streets and Sanitation Division felt that, while the subject "No Parking" regulation was needed, it was not essential to their operations. However, after problems experienced last winter, the Streets and Sanitation Division has advised that the regulation is required, particularly because of the extremely narrow pavement width.

The implementation of the requested regulation would result in a loss of only one legal on-street parking space, but would facilitate turning movements at this 90 degree turn in the roadway. Staff has contacted Mrs. Chisholm, 35 Freeman Place, whose property abuts the area of the requested regulation, and she has advised that she supports the requested regulation. The other two residents who initially objected to this short "No Parking" regulation both have off-street parking available, and parking would still be permitted directly in front of one of the homes.

CVB/MBH/klk


STREET
ST. JOSEPH'S
E-1
E
E-3
A
D
DRIVE
E/S-136
ARKLEDUN
AVENUE
JAMES
JOHN
MOUNTWOOD
ROCKWOOD
C/S-154a
KINGSWAY
LOUISA
PLACE
FREEMAN
ACCESS
CLAREMONT
BELVIDERE
PRIVATE
LANE
BULL'S

1(BXi)(6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 3
File No. TEC-004-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of East 34th Street and Crockett Street - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" corner clearance on the south side of Crockett Street which commences at East 34th Street and extends to a point 51 feet easterly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Alderman Bob Charters has advised of a request from Mr. Steve Hampson, an employee at Archer's Auto Service, 61 East 34th Street, that the existing 51 foot corner clearance on the south side of Crockett, east of East 34th, be removed to provide one additional on-street parking space.

Crockett has a 50 foot pavement width, and presently, parking is permitted on both sides of the street in this area. The subject corner clearance was implemented in 1989 as a result of concerns regarding visibility expressed by former Alderman John Smith. However, since this would be considered to be the "non-critical" side of the intersection, staff would not object to shortening the corner clearance to allow one additional parking space to be restored to the street. The standard 25 foot general provision corner clearance will be retained.

CVB/MBH/klk

MOUNTAIN PARK AVENUE
ST. JOSEPH'S DRIVE
MOUNTAIN DRIVE PARK
CONCESSION STREET
CROCKETT STREET
MUNN STREET
QUEENSDALE AVENUE
BRUCEDALE AVENUE
SHERMAN AVENUE
UPPER GAGE AVENUE
PATRICIA COURT
BURNS COURT
VIRGINIA COURT
BOLAN COURT
G-3/S -1214
H/S 534-234

1(BXi)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 23
File No. TEC-299-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Country Club Drive between Greenhill Avenue and Capilano Drive - Parking Regulations.

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Country Club Drive between Greenhill Avenue and Capilano Drive be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

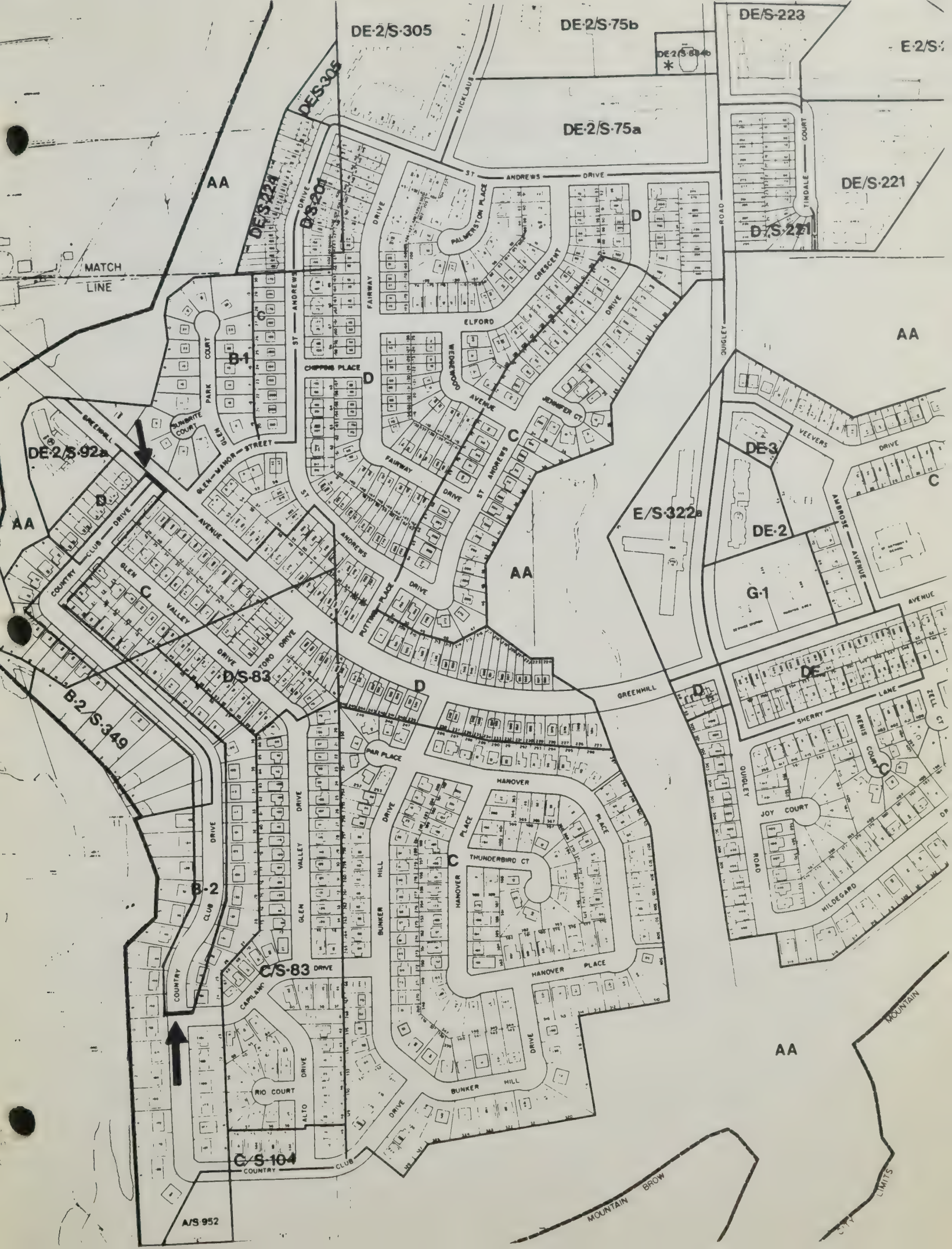
BACKGROUND:

Staff has received a petition signed by representatives of 41 of the 60 one, two and three family dwellings abutting Country Club between Greenhill and Capilano, requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. Thirty-three of the residents who signed the petition are in favour of the requested regulation, six residents are opposed and two residents expressed no opinion.

Country Club has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has

expressed concern that motorists frequently park on both sides of the street during the switch over days when parking is supposed to alternate from one side of the street to the other. This resident also stated that many of the area residents find the signs confusing. Therefore, since 55 percent of the abutting residents are in favour of the requested changes, staff concurs with the request.

dSH/CVB/MBH/kg


DE-2/S-305
DE-2/S-75b
DE/S-223
DE-2/S-75a
DE/S-221
AA
MATCH LINE
ST ANDREWS DRIVE
PALMERSTON PLACE
CRESCENT
ELFORD
FAIRWAY
CHIPPING PLACE
PARK COURT
SUNBRITE COURT
GLEN MANOR STREET
GREENHILL
DE-2/S-92a
B-1
C
D
AVENUE
CLUB DRIVE
COUNTRY
GLEN VALLEY
TORO DRIVE
PUTTING PLACE
D/S-83
B-2/S-349
PAR PLACE
HANOVER
THUNDERBIRD CT
HANOVER PLACE
BUNKER HILL
B-2
C/S-83
CAPILANO
RIO COURT
ALTO
C/S-104
A/S-952
E/S-322a
DE-3
DE-2
G-1
VEEVERS
AMBROSE AVENUE
SHERRY LANE
QUIGLEY ROAD
JOY COURT
HILDEGARD
RENIS COURT
MOUNTAIN BROW
MOUNTAIN
CITY LIMITS

1 (BXiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 28
File No. TEC-306-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Beechwood Avenue, east of Gage Avenue
North - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the south side of Beechwood Avenue which commences at Gage Avenue North and extends to a point 47 feet easterly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject signs.

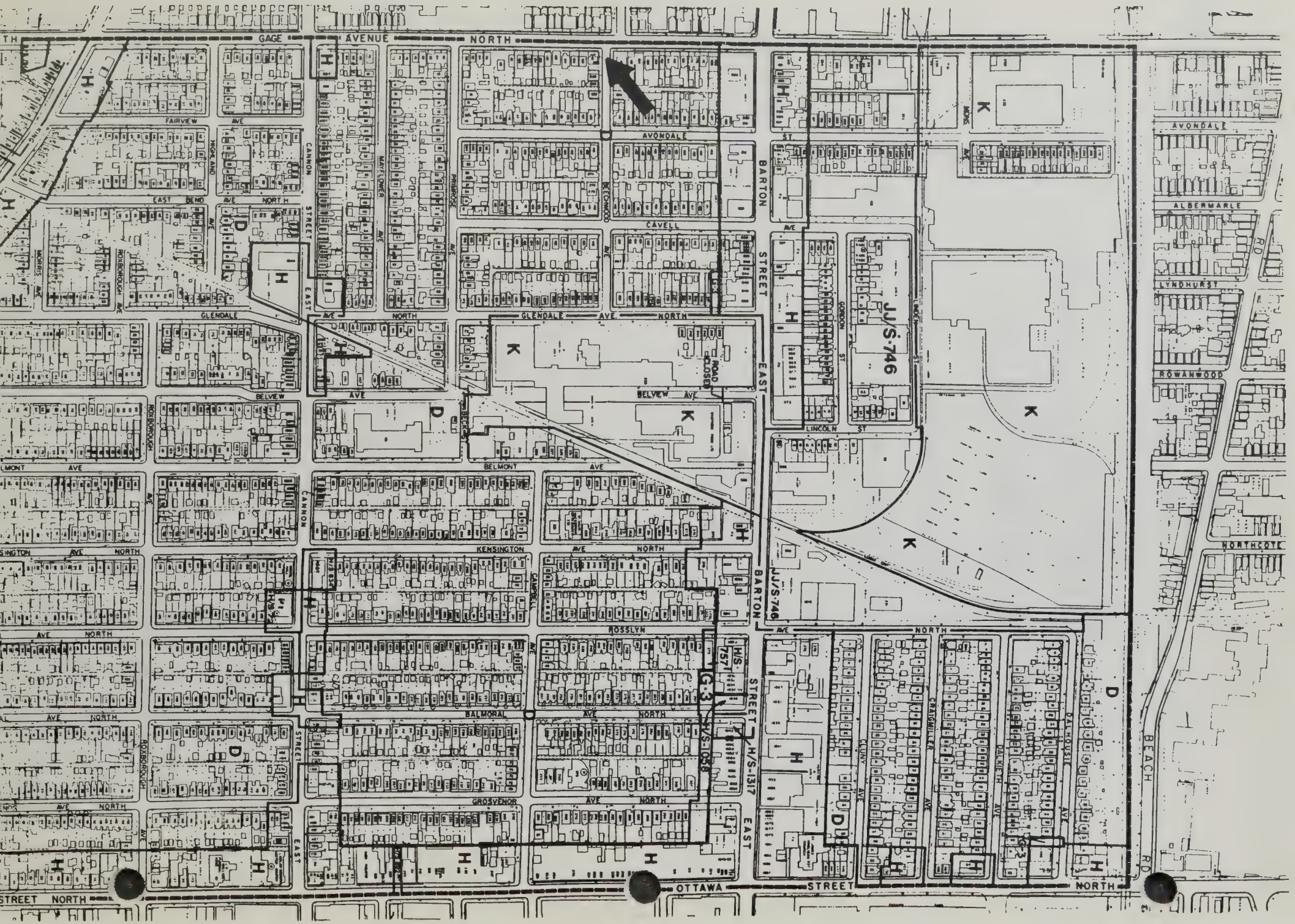
BACKGROUND:

Staff has received a request from Mr. James Murphy, 249 Beechwood Avenue, that the existing 47 foot section of "No Parking" on the south side of Beechwood immediately east of Gage be removed to provide an additional on-street parking space.

Beechwood has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The subject "No Parking" regulation was implemented in 1972 to facilitate turning movements by Hamilton Street Railway buses at the intersection of Beechwood and Gage. However, staff have confirmed that the H.S.R. no longer operate buses in this area. Therefore, staff concurs with the request.

The removal of the subject "No Parking" regulation will restore one on-street parking space which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/klk


GAGE AVENUE
NORTH
FAIRVIEW AVE
EAST DENO AVE NORTH
GLENDALE AVE NORTH
BELVIEW AVE
BELMONT AVE
KENSINGTON AVE NORTH
ROSSLYN AVE NORTH
BALMORAL AVE NORTH
GROSVENOR AVE NORTH
AVONDALE
CAVELL
BARTON STREET EAST
ROAD CLOSED
LINCOLN ST
JJ/S-746
H/S-1327
OTTAWA STREET NORTH
ALBERMARLE RD
LYNDHURST
ROWANWOOD
NORTHCOTE
BEACH RD

1(BX(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 4
File No. TEC-312-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 34th Street between Bendamere Avenue and Leslie Avenue - Parking Regulations

RECOMMENDATION:

That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on West 34th Street commencing at Bendamere Avenue and extending to a point 456 feet northerly on the west side and to a point 463 feet northerly on the east side be extended such that the regulation extends northerly to Leslie Avenue on both sides of West 34th Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

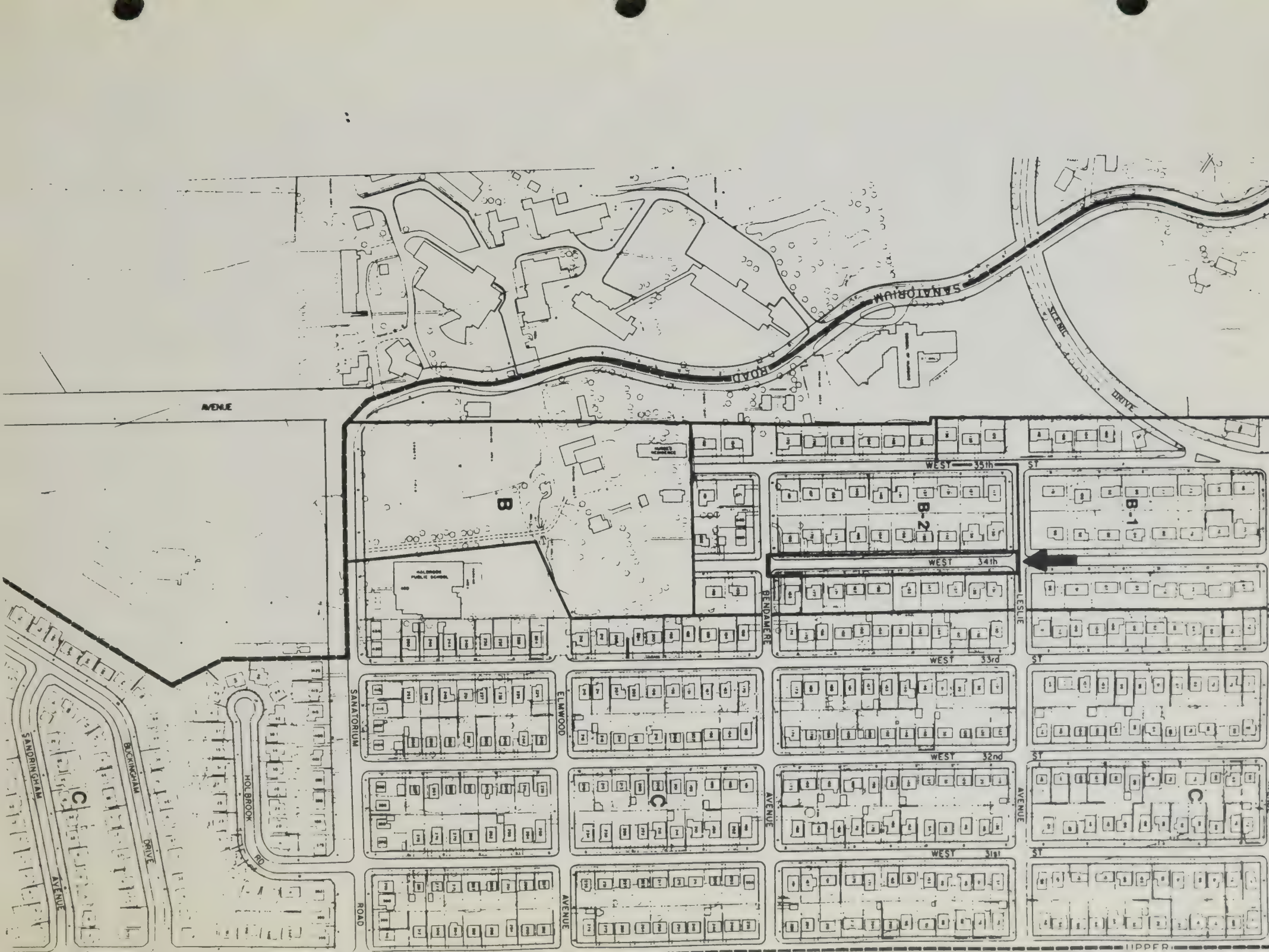
BACKGROUND:

Alderman Don Ross recently advised of concerns from area residents regarding parked vehicles on West 34th between Bendamere and Leslie and requested that staff contact Mrs. Edith Galts, 136 West 34th Street, to discuss these concerns. Mrs. Galts expressed concern regarding long-term non-resident parking by students and nurses of Chedoke-McMaster School of Nursing on the Mohawk Health Science Education Centre.

West 34th has a 28 foot pavement width, and presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on both sides of the street in the southerly two-thirds of the block.

Staff has contacted representatives of the six residential properties abutting the northerly one-third section of the block and has been advised that four residents support extending the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation northerly to Leslie, one resident is opposed and one resident has no opinion. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/kg


SANATORIUM ROAD
SCENIC DRIVE
AVENUE
WEST 35th ST
WEST 34th
WEST 33rd
WEST 32nd
WEST 31st
B
B-2
B-1
C
BENDAMERE
LESLIE
SANATORIUM ROAD
ELMWOOD AVENUE
AVENUE
BUCKINGHAM DRIVE
SANDRINGHAM AVENUE
HOLBROOK RD
UPPER

1(BX.1(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 5
File No. TEC-313-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 34th Street between Leslie Avenue and Angela Avenue - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 34th Street between Leslie Avenue and Angela Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

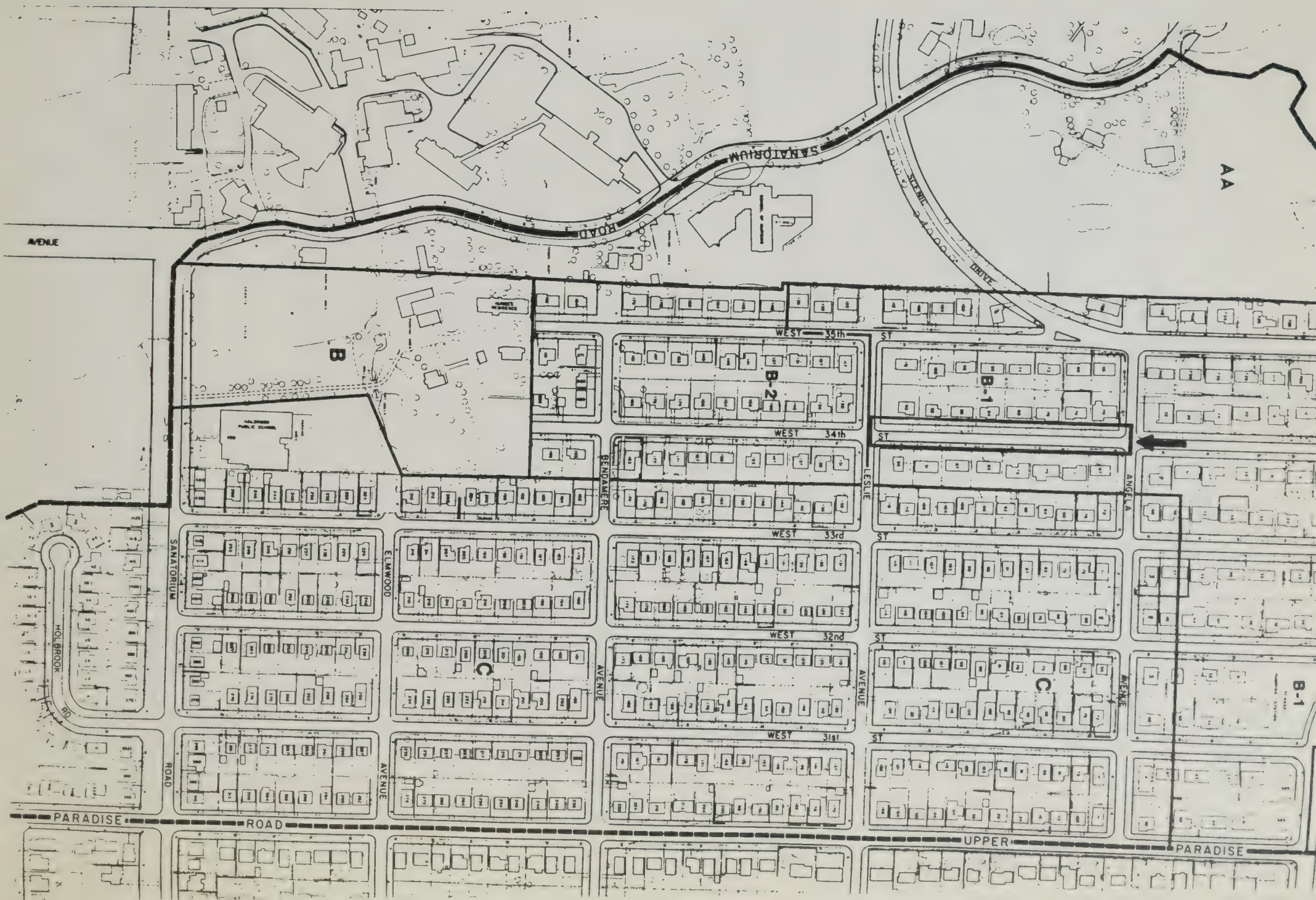
BACKGROUND:

Staff has received a petition signed by representatives of 11 of the 16 residential properties abutting West 34th between Leslie and Angela, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Ten of the 11 residents who signed the petition are in favour of the requested regulation and one resident is opposed.

West 34th has a 28 foot pavement width, and presently, parking is unrestricted on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of the Mohawk College School of Nursing. The implementation of the requested regulation would eliminate long-term non-

resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 63 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/kg


AVENUE
SANATORIUM
ROAD
SCENIC
DRIVE
AA
B
B-2
B-1
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
BENDAMERE
LESLIE
ANGELA
SANATORIUM
ELMWOOD
HOLBROOK
RD
ROAD
AVENUE
C
PARADISE
ROAD
UPPER
PARADISE

1(BXiX9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 5
File No. TEC-314-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Deschene Avenue between Hester Street and Washington Street - Parking Regulations

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Deschene Avenue between Hester Street and Washington Street, such that parking is prohibited:

- on the west side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

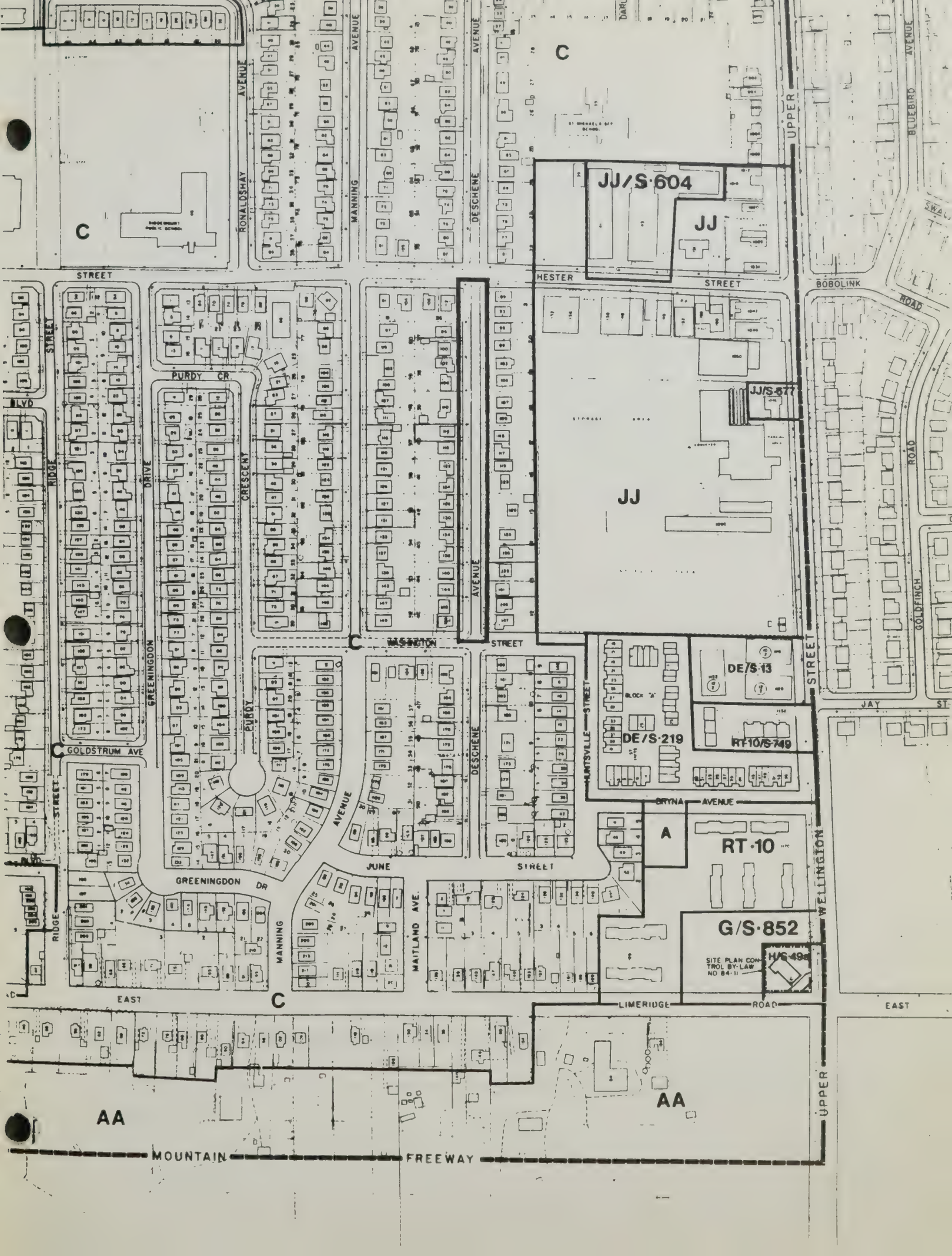
BACKGROUND:

Staff has received a petition signed by representatives of 27 of the 38 residential properties abutting Deschene between Hester and Washington, requesting that an "Alternate Side Parking" regulation be implemented on the street in this block. All 27 petitioners are in favour of the requested regulation.

Deschene has a 29 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding obstructed two-way traffic flow and a lack of street cleaning.

Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. The implementation of the requested regulation will facilitate street cleaning operations since parking would alternate from side to side and provide a two week period on each side for street cleaning rather than requiring the posting of temporary cardboard signs. Therefore, since 71 percent of the abutting residents support the requested regulation, staff concurs with the request.

SH/CVB/MBH/kg


C
JJ/S-604
JJ
HESTER STREET
JJ/S-577
JJ
PURDY CR
GREENINGDON DRIVE
CRESCENT
RIDGE
BLVD
STREET
WELLINGTON STREET
DE/S-13
DE/S-219
RT-10/S-749
HUNTSVILLE STREET
BRYNA AVENUE
A
RT-10
G/S-852
H/S-495
SITE PLAN CONTROL BY-LAW NO 84-11
WELLINGTON
GOLDSTRUM AVE
GREENINGDON DR
JUNE
DESCHENE AVENUE
MANNING AVENUE
MAITLAND AVE.
RONALDSHAY AVENUE
BOBOLINK ROAD
BLUEBIRD AVENUE
GOLDFINCH ROAD
JAY ST
LIMERIDGE ROAD
UPPER
EAST
AA
MOUNTAIN FREEWAY

1(BX.i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 13
File No. TEC-315-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Wavell Avenue between Inverness Avenue East and Churchill Avenue - Parking Regulations

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Wavell Avenue between Inverness Avenue East and Churchill Avenue, such that parking is prohibited:

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

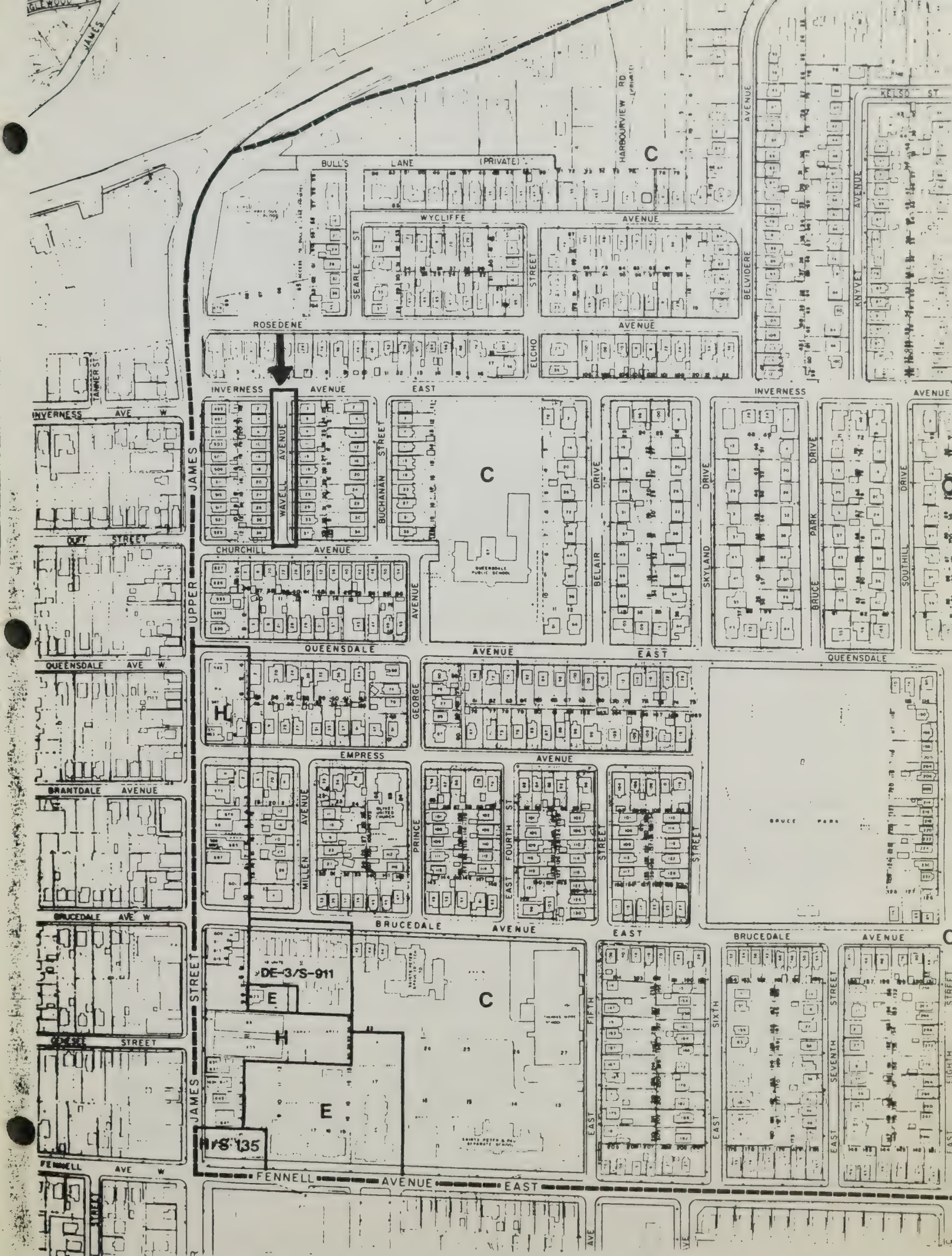
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 15 of the 22 residential properties abutting Wavell between Inverness and Churchill, requesting that an "Alternate Side Parking" regulation be implemented on the street in this block. Thirteen of the 15 petitioners are in favour of the requested regulation and two of the petitioners had no opinion.

Wavell has a 25 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding parked vehicles on both sides of the street obstructing two-way traffic flow and the difficulty the snow plows have in removing the snow. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movement and snow removal. Also, the implementation of the requested regulation will facilitate street cleaning operations since parking would alternate from side to side and provide a two week period on each side for street cleaning rather than requiring the posting of temporary cardboard signs. Therefore, since 59 percent of the abutting residents support the requested regulation, staff concurs with the request.

SH/CVB/MBH/kg


JAMES
HARBOURVIEW RD
KELSO ST
AVENUE
BULL'S LANE (PRIVATE)
WYCLIFFE AVENUE
SEARLE ST
STREET
BELVIDERE AVENUE
KNYVET AVENUE
ROSEDENE AVENUE
ELCHO
TANNER ST
INVERNESS AVE W
INVERNESS AVENUE EAST
WAVELL AVENUE
BUCHANAN STREET
DRIVE
BELAIR DRIVE
SKYLAND DRIVE
PARK DRIVE
BRUCE
SOUTHILL DRIVE
CHURCHILL AVENUE
QUEENSDALE AVENUE
QUEENSDALE AVE W
QUEENSDALE AVENUE EAST
GEORGE STREET
EMPRESS AVENUE
BRANTDALE AVENUE
MILLEN AVENUE
PRINCE EDWARD STREET
FOURTH STREET EAST
BRUCEDALE AVENUE
BRUCEDALE AVE W
BRUCEDALE AVENUE EAST
BRUCE PARK
DE-3/S-911
E
H
C
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
JAMES STREET
FENNELL AVE W
FENNELL AVENUE EAST
RS 135

CITY OF HAMILTON

- RECOMMENDATION -

1(B)(i)(i)

DATE: 1995 December 6
File No. TEC-318-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Glenvale Drive between Cranbrook Drive and Garth Street - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Glenvale Drive between Cranbrook Drive and Garth Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

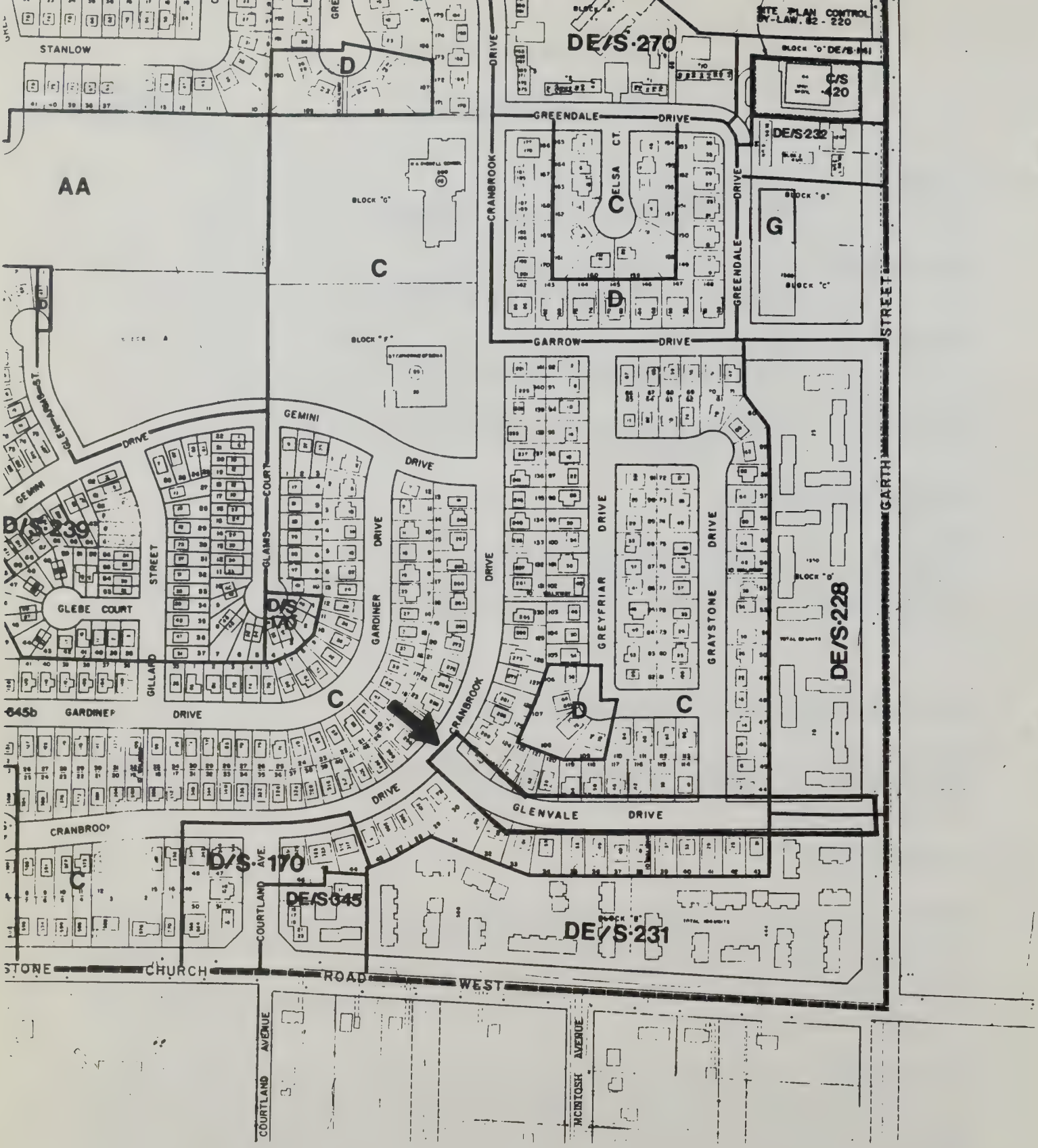
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 19 of the 25 residential properties abutting Glenvale between Cranbrook and Garth, requesting that a "One Hour Parking Time Limit, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of the street in this block. All 19 of the residents who signed the petition are in favour of the requested regulation.

Glenvale has a 28 foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted parking on the south side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term parking by residents and visitors of the neighbouring townhouses. The implementation of the requested regulation would prohibit long-term parking and residents of one, two and three family homes in the area would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 76 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

/SH/CVB/MBH/kg


STANLOW
AA
BLOCK "G"
C
BLOCK "F"
GEMINI
DRIVE
GEMINI ST.
D/S-239
GLEBE COURT
STREET
GLAMIS COURT
D/S-170
GILLARD
GARDINER
DRIVE
645b
GARDINER
DRIVE
CRANBROOK
DRIVE
GLENVALE
DRIVE
D/S-170
COURTLAND AVE.
DE/S-345
DE/S-231
STONE
CHURCH
ROAD
WEST
COURTLAND AVENUE
MCINTOSH AVENUE
DE/S-270
SITE PLAN CONTROL BY-LAW. 82-220
BLOCK "D" DE/S-141
C/S 420
GREENDALE
DRIVE
DE/S-232
CRANBROOK
DRIVE
ELSA CT.
C
D
G
BLOCK "B"
BLOCK "C"
GREENDALE
DRIVE
GARROW
DRIVE
GARTH
STREET
GREYFRIAR
DRIVE
GRAYSTONE
DRIVE
BLOCK "D"
DE/S-228
D
C
CRANBROOK
DRIVE

1(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 22
File No. TEC-002-96 / Author: W. Crevier

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Catharine Street South and Jackson Street East

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Jackson Street East and Catharine Street South and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The intersection of Catharine and Jackson is presently two-way stop controlled with eastbound and westbound traffic stopping for one-way southbound traffic.

The intersection has experienced an on-going collision problem. There has been an average of approximately six collisions per year over the past five years. The collision rate, based on the volume of traffic using the intersection, is approximately four times the average for two-way stop controlled intersections in the city.

It appears that some of the collisions are caused by inadequate visibility due to parked cars and an advertising sign which are on the north-west corner. Since the obstructions are on private property it is not possible to remove them. To date, remedial measures that highlight the presence of the existing stop control have been implemented but have not been successful in eliminating the collisions.

The next action to be taken to make the intersection safer is to implement all-way stop control. Generally, it is not good practice to locate a stop sign in close proximity to traffic signals, in this case, the signals at Main and Catharine and Hunter and Catharine. To do so may cause collisions. However, there is already a demonstrated collision problem. The experience at locations in the downtown core such as Hughson and King William with the use of all-way stops near traffic signals has been positive in reducing collisions, so the concern is less in this area of the City.

This all-way stop, combined with others on Jackson, including one recently installed at Hughson and Jackson, may result in the diversion of traffic to Hunter Street. However, Hunter Street has sufficient capacity to handle additional diverted traffic.

Therefore, since there is an on-going collision problem and other remedial measures have been tried without success, conversion of this intersection from two-way stop control to all-way stop control is recommended.

WC/~~HLS~~/kg

1(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 3
File No. TEC-006-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Carson Drive and Moxley Drive - Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Carson Drive and Moxley Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

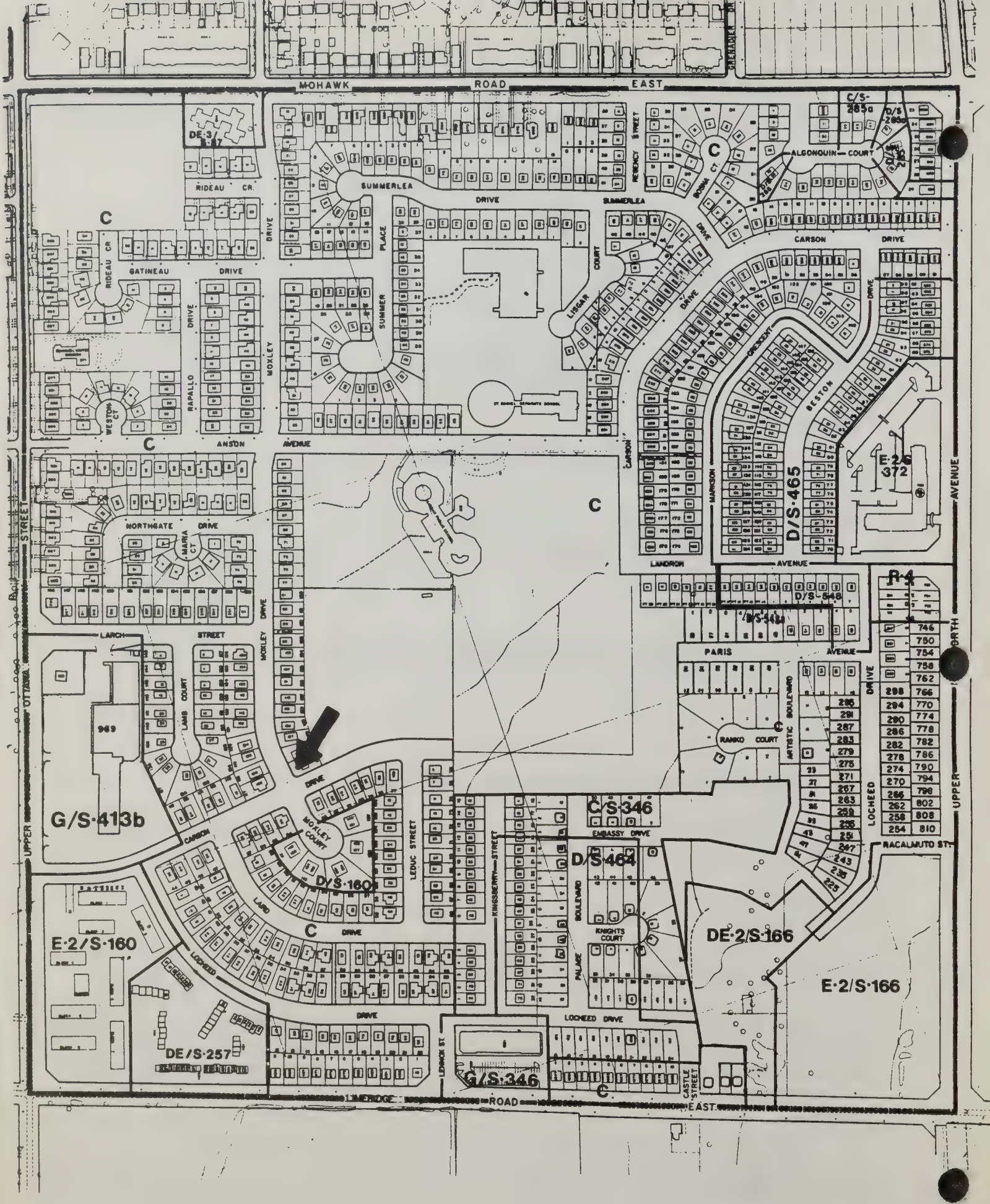
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has forwarded a petition signed by 50 area residents requesting that four-way stop control be implemented at the intersection of Carson Drive and Moxley Drive.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Carson is required to stop for northbound and southbound traffic on Moxley. Staff has concluded that this intersection meets at least one of the criteria for all-way stop control since it is an intersection of two neighbourhood collector streets. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


MOHAWK ROAD EAST
SUMMERLEA DRIVE
SUMMERLEA PLACE
RESIDENCY STREET
ALGONQUIN COURT
CARSON DRIVE
RIDEAU CR
GATINEAU DRIVE
WESTON CT
RAPALLO DRIVE
MOXLEY DRIVE
ANSON AVENUE
LISGAR COURT
LISGAR DRIVE
MARISON CRESCENT
BESTON DRIVE
D/S·465
E·26 372
NORTHGATE DRIVE
MARIA CT
LANDRON AVENUE
D/S·548
PARIS AVENUE
R4
LARCH STREET
LAMB COURT
969
G/S·413b
MOXLEY COURT
D/S·160
LEDUC STREET
RANKO COURT
ARTISTIC BOULEVARD
LOCHEED DRIVE
RACALMUTO ST.
C/S·346
EMBASSY DRIVE
KINGSBERRY STREET
D/S·464
KNIGHTS COURT
PALACE BOULEVARD
E·2/S·160
DE/S·257
DE·2/S·166
E·2/S·166
LEMON ST
G/S·346
CASTLE STREET
MERIVALE ROAD
EAST
UPPER OTTAWA STREET
UPPER

1(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 24
File No. TEC-300-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Walnut Street South adjacent to Queen Victoria School.

RECOMMENDATION:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Walnut Street South commencing at a point 56 feet north of Charlton Avenue East and extending 116 feet northerly and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the current operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

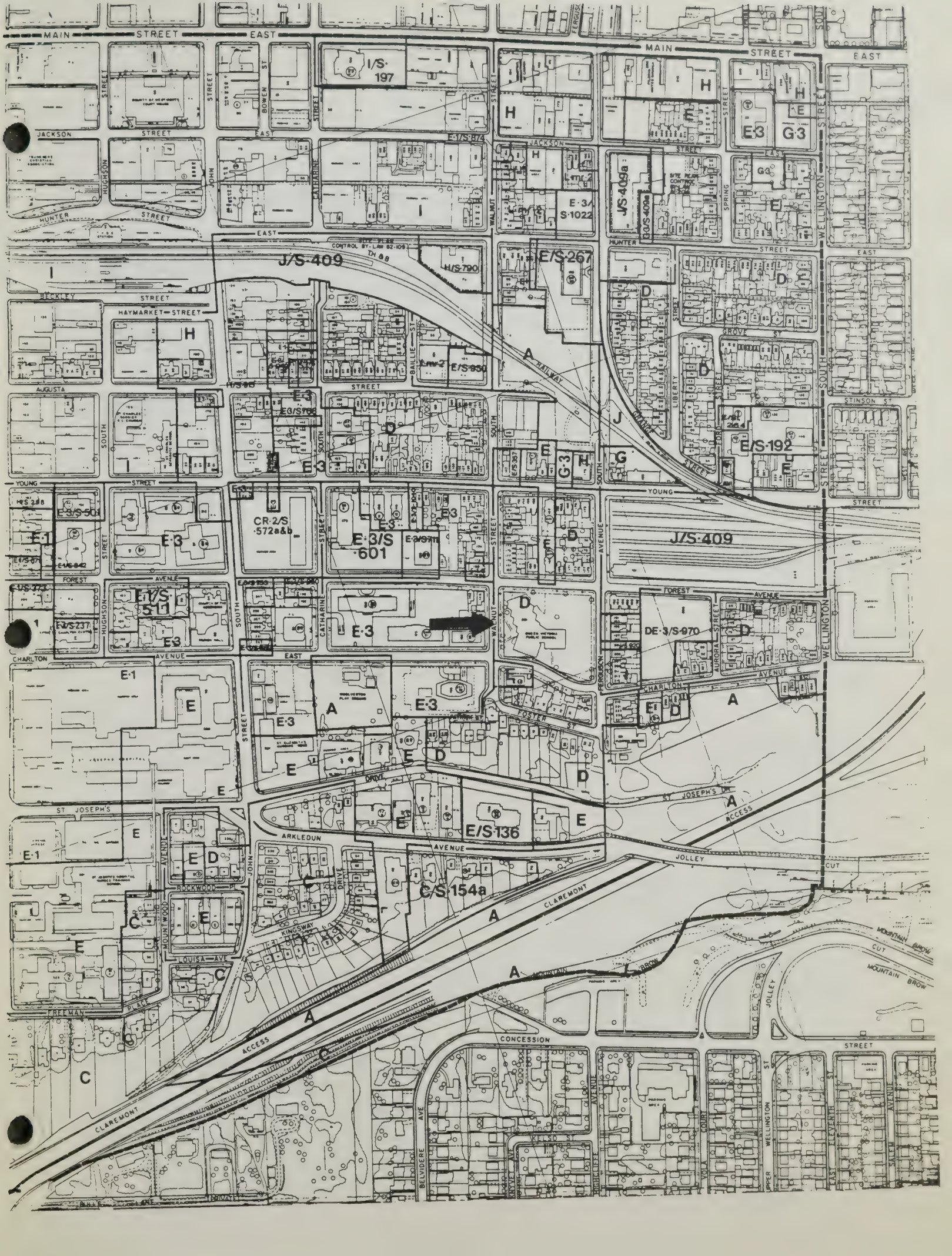
BACKGROUND:

Staff has been contacted by Mrs. M. Randall, the Principal of Queen Victoria School, requesting that a School Bus Loading Zone be provided on Walnut Street South to service buses at their school.

The school currently has a School Bus Loading Zone on Forest Avenue but it is not sufficiently long enough to service all the buses at this school. Currently, there are four mini-buses using Walnut Street South to load/unload school children.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Walnut Street South in this area, thus there will be no impact on the neighbouring residential properties. Typically, some of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Walnut Street South, staff concurs with the request.

TA/MBH/kg


MAIN STREET EAST
I/S-197
JACKSON STREET
HUNTER STREET
J/S-409
E/S-267
H/S-790
E/S-850
E/S-192
YOUNG STREET
CR-2/S-572a&b
E-3/S-601
E/S-501
J/S-409
FOREST AVENUE
DE-3/S-970
CHARLTON AVENUE
E/S-136
ARKLEDUN AVENUE
C/S-154a
ST JOSEPH'S DRIVE
ACCESS
JOLLEY CUT
CLAREMONT ACCESS
MOUNTAIN BROW
CONCESSION STREET
WALNUT STREET
WELLINGTON STREET
RAILWAY

1(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 28
File No. TEC-305-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Application to lease a portion of the east boulevard of Hughson Street North adjacent to No. 200 Hughson Street North, Multiple Residential

RECOMMENDATION:

That the application of Huu Luong, owner of 200 Hughson Street North, to lease a portion of the east boulevard of Hughson Street North adjacent to No. 200 Hughson Street North be approved, provided that:

i) the application pays the annual fee in accordance with the fee structure approved by the City council on 1986 March 25 (current rate is $60.82 per space per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

ii) the owner pays a one time $50.00 registration fee, as approved by the City Council on 1986 January 14.

iii) the owner pays a one time $214.00 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12.

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

v) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense.

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $121.64 per year.

BACKGROUND:

Huu Luong, owner of 200 Hughson Street North, has applied for permission to lease a portion of the road allowance of Hughson Street North adjacent to the multiple residential property at No. 200 Hughson Street North to park two vehicles.

The application has been reviewed by the Traffic Division, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Division as well as a cheque in the amount of $404.16 which represents the first annual leasing fee ($130.16 including G.S.T.) and encroachment insurance ($10.00), as well as the one time registration fee ($50.00) and one time processing fee ($214.00 including G.S.T.).

CVB/MBH/klk

c.c. P. Noé Johnson, City Solicitor

1(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 28
File No. TEC-307-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Harmony Avenue and Vansitmart Avenue - Removal of Corner Clearances

RECOMMENDATION:

That the existing "No Stopping" regulation on the north side of Vansitmart Avenue which commences 71 feet east of Harmony Avenue and extends to a point 71 feet west of Harmony Avenue, be removed and that the City Traffic by-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Bev Sibley, 32 Vansitmart Avenue, that the existing corner clearances on the north side of Vansitmart, east and west of Harmony, be removed to provide additional on-street parking.

Vansitmart has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted parking on the north side of the street in this area. The subject corner clearances were implemented approximately 30 years ago to improve visibility at this intersection. However, in 1984, all-way stop control was implemented at this intersection. Therefore, since traffic on all approaches to the intersection is required to stop, visibility need not be a factor such that the corner clearances could be removed.

Staff has reviewed this matter and concurs with the request. The removal of the subject corner clearances would restore approximately four additional on-street parking spaces.

CVB/MBH/klk

CANADIAN
NATIONAL
RAILWAYS
J/S-837
M/S-837
DUMBAR
AVENUE
MERCHISON
VANSITMART
HARRISON
BARTON
STREET
EAST
KENILWORTH
NEWLANDS
ALBANY
HOPE
ALLAN
BRITANNIA
CANNON
ROXBOROUGH
HARMONY
DIVISION
COPE
TRACINA
WEIR
FAIRFIELD
ARCHIBALD
NORTH
G-3
C
H
DE

1(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 30
File No. TEC-308-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 220 Balmoral Avenue North - Request to Remove a Wheelchair Loading Zone

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Balmoral Avenue North commencing at a point 300 feet south of Campbell Avenue and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

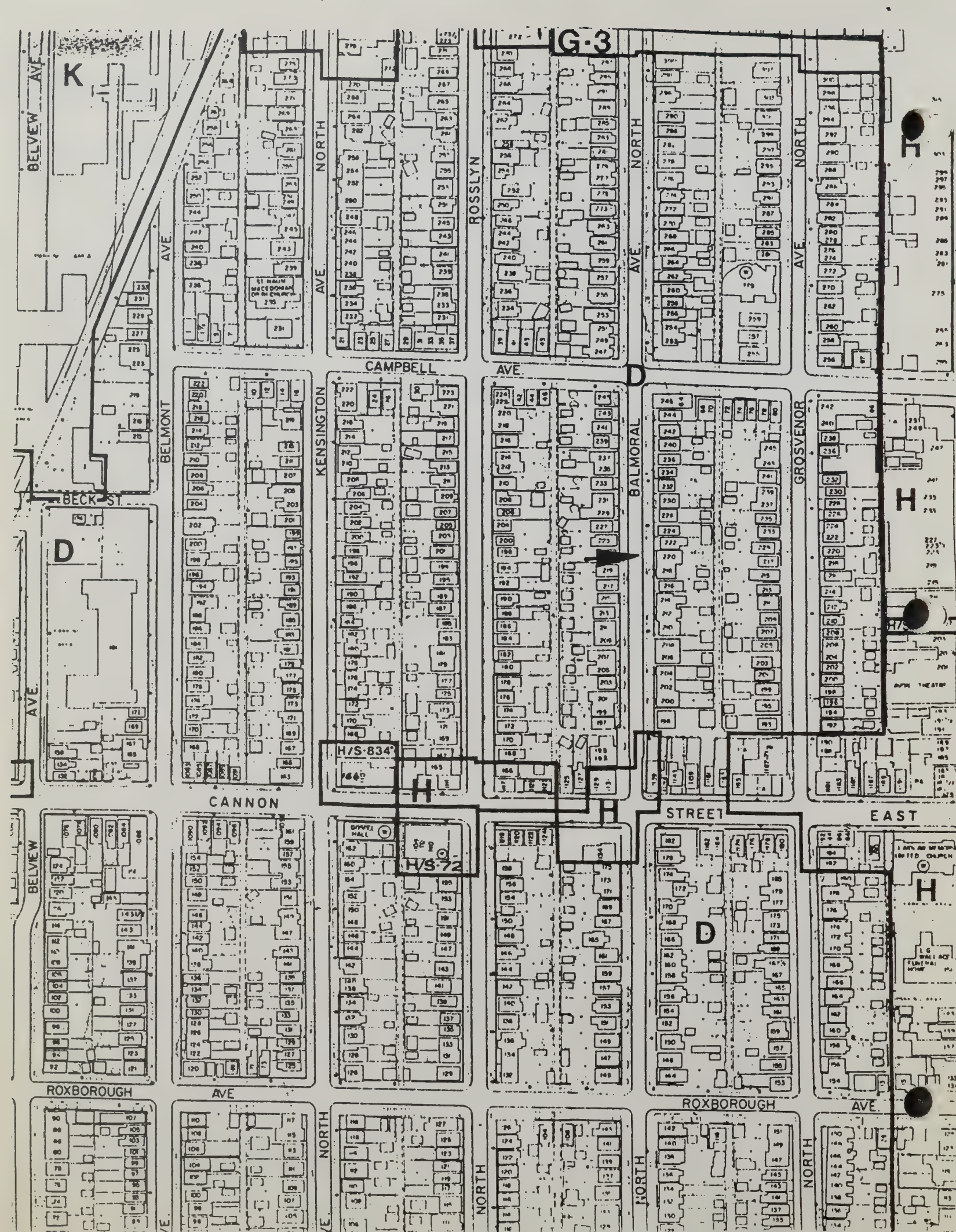
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

In 1993, the City Council approved a request from Mrs. Cox, 220 Balmoral Avenue North, to implement a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of the street directly in front of her home since her husband was disabled. However, staff has recently been advised by Mrs. Cox that her husband has passed away and that the regulation is no longer required. Therefore, it would be appropriate to remove the subject regulation and restore one on-street parking space which would be controlled by the existing "Alternate Side Parking" regulation.

MSH/CVB/MBH/kg


G-3
K
D
H
BELVIEW AVE
BELMONT AVE
BECK ST
KENSINGTON AVE
NORTH
ROSSLYN AVE
CAMPBELL AVE
BALMORAL AVE
GROSVENOR AVE
H/S-834
H/S-72
CANNON STREET EAST
ROXBOROUGH AVE

1(B)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 30
File No. TEC-309-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 82 Leeming Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Leeming Street commencing at a point 67 feet south of the south curb of Wright Avenue and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Jose Figueiredo, No. 82 Leeming Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

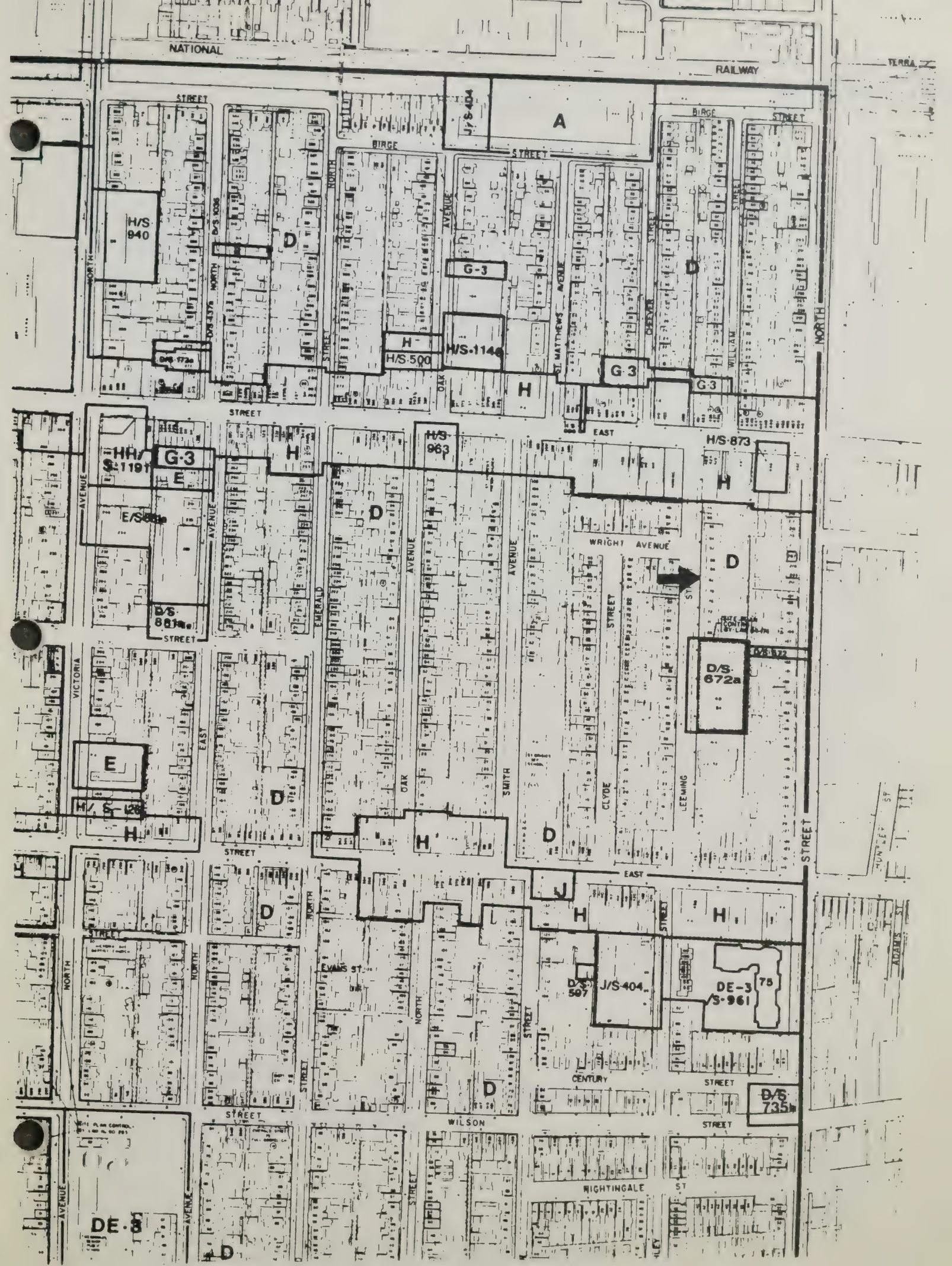
BACKGROUND:

Staff has received a request from Mr. Jose Figueiredo, 82 Leeming Street, that a reserved "Permit Parking" space be designated on the east side of Leeming Street in front of his home since he is disabled.

Leeming has a 26 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Figueiredo possesses a valid permit. Since there is an "Alternate Side Parking" regulation on the street in this area, normal practice is to implement a reserved "Permit Parking" space on both sides of the street such that the resident has a reserved space on an annual basis. However, the applicant has requested that the regulation be implemented on his side of the street only, since he does not want to inconvenience any residents on the opposite side of the street. Loading and unloading may occur on Mr. Figueiredo's side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation. An investigation has revealed that there is off-street parking which is accessible via the alleyway at the rear of the property. However, access via the alleyway is difficult during the winter months. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


NATIONAL
RAILWAY
TERRA
BIRGE
STREET
A
J/S-404
H/S 940
D
NORTH
G-3
H
H/S-500
H/S-1148
OAK
AVENUE
ST. MATTHEWS
OSBORN
WILLIAM
EAST
H/S-873
H/S 963
H/S 1191
E
WRIGHT AVENUE
EMERALD
SMITH
CLYDE
LEEMING
D/S 881a
D/S 672a
VICTORIA
D/S 735a
J/S-404
D/S 507
DE-3
S-961
75
EVANS ST
CENTURY
WILSON
NIGHTINGALE
DE-3

1(B)(iii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 6
File No. TEC-317-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 119 Adeline Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Adeline Avenue commencing at a point 50 feet south of Roxborough Avenue and extending to a point 20 feet southerly therefrom, and on the east side of Adeline Avenue commencing at a point 29 feet south of Roxborough Avenue and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Betty Lees, 119 Adeline Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

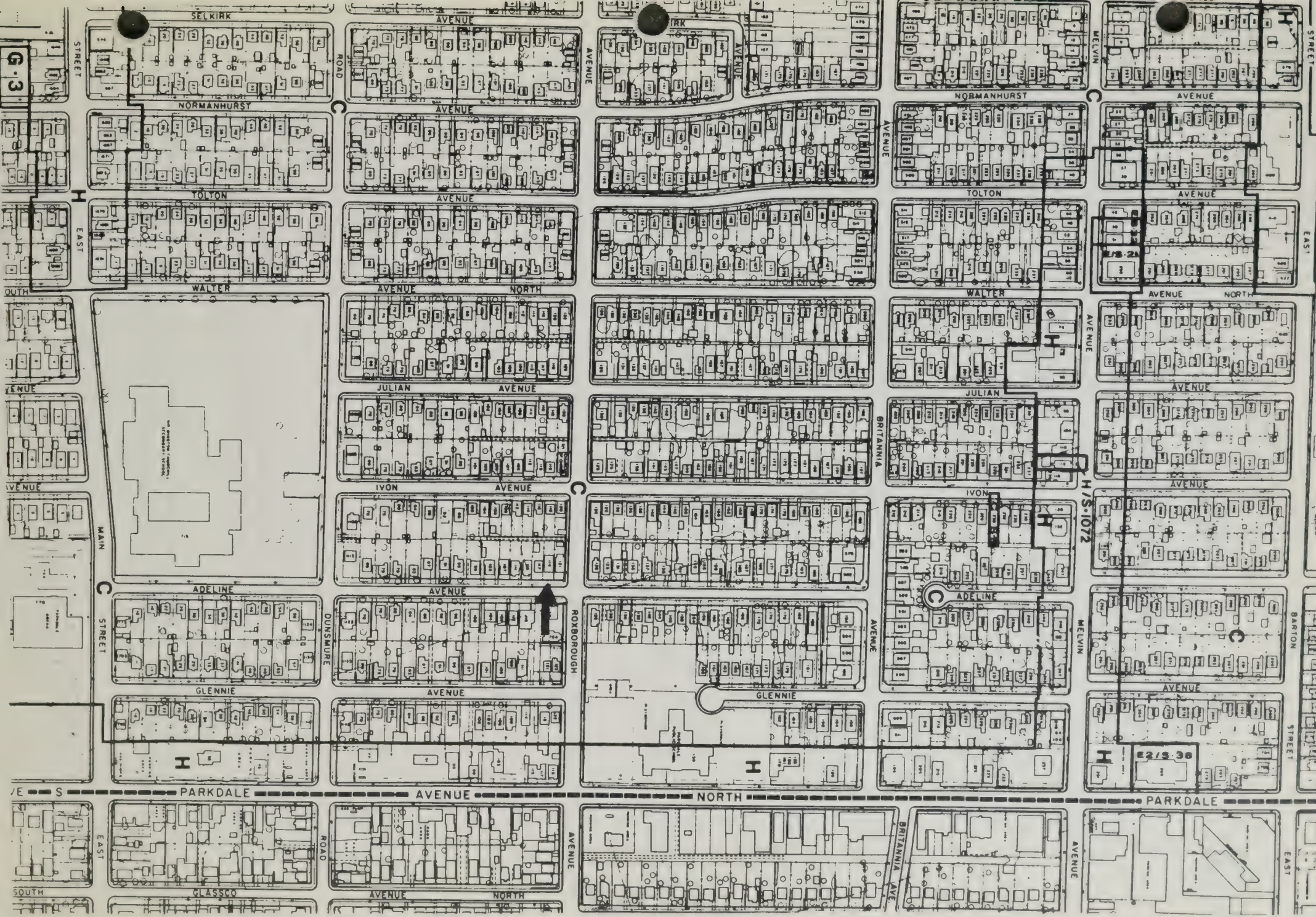
BACKGROUND:

Staff has received a request from Betty Lees, 119 Adeline Avenue, that a reserved "Permit Parking" space be designated on both sides of Adeline Avenue directly in front of and across from her home since she is disabled.

Adeline has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Staff has been advised that Mr. Walter Arozo, 120 Adeline Avenue, supports the implementation of a reserved "Permit Parking" space in front of his home for use by Ms. Lees.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Lees possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


G-3
SELKIRK AVENUE
NORMANHURST
TOLTON AVENUE
WALTER AVENUE NORTH
JULIAN AVENUE
IVON AVENUE
ADELINE AVENUE
GLENNIE AVENUE
PARKDALE AVENUE NORTH
PARKDALE
MAIN STREET
EAST ROAD
DUNSMURE
ROXBOROUGH
BRITANNIA AVE
MELVIN
BARTON STREET
GLASSCO
H/S-1072
E2/S-38

1(B)(iii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 6
File No. TEC-319-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 210 Gibson Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Gibson Avenue commencing at a point 291 feet north of Barton Street East and extending to a point 22 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Giovanni Candelora, 210 Gibson Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

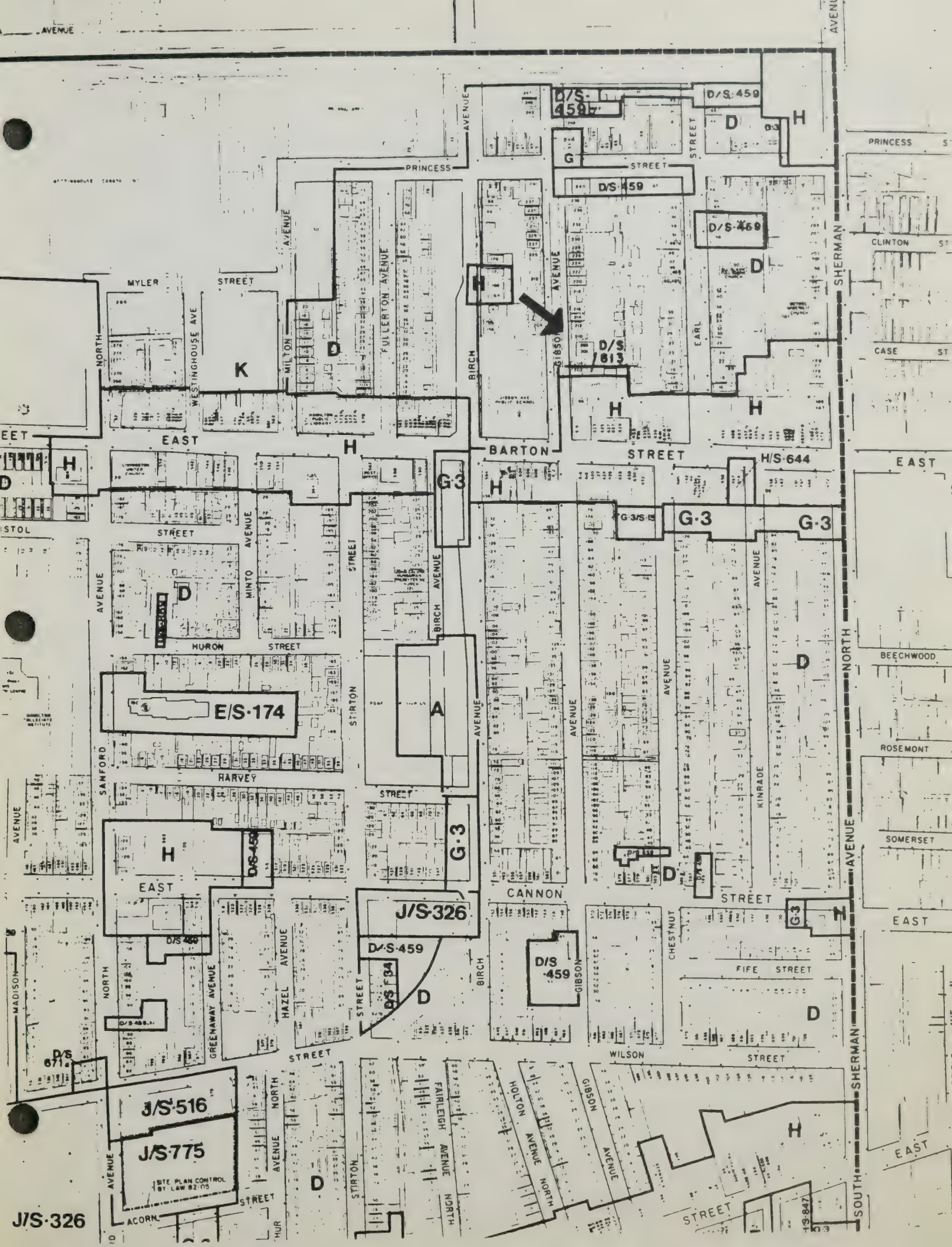
BACKGROUND:

Staff has received a request from Giovanni Candelora, 210 Gibson Avenue, that a reserved "Permit Parking" space be designated on the east side of Gibson Avenue in front of his home since he is disabled.

Gibson has a 25 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Candelora possesses a valid permit. An investigation has revealed that there is off-street parking via the alleyway at the rear of the property, however, access via the alleyway is difficult during the winter months. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


PRINCESS
AVENUE
D/S-459
D/S-459
D/S-459

1(B)(iii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 13
File No. TEC-320-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 56 Peter Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Peter Street commencing at a point 231 feet west of Queen Street North and extending to a point 27 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

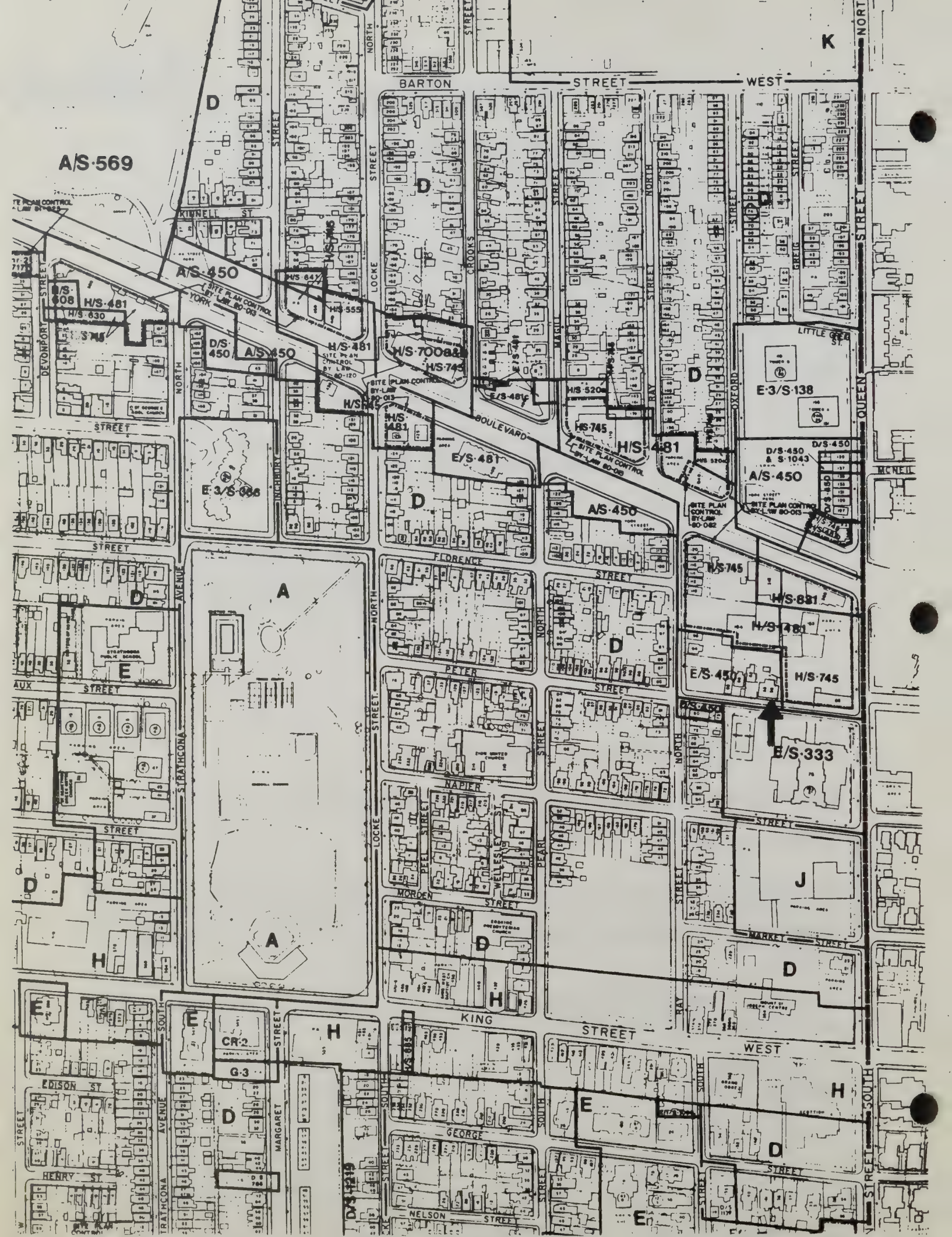
Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request that the existing "Permit Parking" regulation on the north side of Peter in front of 56 Peter Street be removed since the homeowner has moved. Staff has confirmed that the homeowner has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the north side of the street.

SH/CVB/MBH/klk


A/S-569
A/S-450
H/S-481
H/S-630
H/S-608
H/S-745
D/S-450
A/S-450
H/S-481
H/S-700a
H/S-745
H/S-555
H/S-645
H/S-481
E/S-481
H/S-520
H/S-745
H/S-481
D/S-450 & S-1043
A/S-450
E-3/S-138
E-3/S-666
A/S-450
H/S-745
H/S-881
H/S-481
E/S-450
H/S-745
E/S-333
CR-2
G-3
BARTON STREET WEST
KING STREET WEST
QUEEN STREET
BOULEVARD
YORK
KINNELL ST
DEVONPORT
NORTH
STREET
LOCKE
STREET
CROOKS
STREET
MAGILL
STREET
RAY
STREET
OXFORD
STREET
GREIG
LITTLE GREIG ST
MCNEIL
FLORENCE
STREET
PETER
STREET
NAPIER
STREET
MORDEN
STREET
WELLESLEY
PEEL
STREET
PEARL
STREET
MARKET
STREET
AUX
STREET
STRATHCONA
AVENUE
EDISON ST
HENRY ST
MARGARET
AVENUE
SOUTH
STREET
GEORGE
STREET
NELSON
STREET
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-005

1(B)(iii)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 13
File No. TEC-321-95 / Author: W. Young

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Appointment of Parking Control Officers

RECOMMENDATION:

That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

William Smith

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Traffic Division of the Department of Public Works and Traffic, it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Act.

WY/MBH/klk

1(B)(iii)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 18
File No. TEC-001-96 / Author: J. R. Walshaw

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Digital Solid-State Traffic Signal Controllers and Associated Hardware

RECOMMENDATION:

That a purchase order be issued to Fortran Traffic Systems Ltd., Scarborough ON, for the supply and delivery of traffic signal controllers as and when required in 1996 by the Traffic Division, at the unit prices noted below, being the lowest bid received for items 1, 2, 3, 4 and 5, in accordance with the specifications issued by Purchasing and Vendor's tender, and to be financed through Traffic Signals Materials Account No. 56152-75999, to a maximum expenditure of $550,000. exclusive of taxes.

1.	36 circuit fully actuated solid state controllers	$6,211.74 each
2.	24 circuit fully actuated solid state controllers	$5,396.77 each
3.	24 circuit pretimed solid state controllers	$5,295.65 each
4.	Area master controllers	$2,674.80 each
5.	communications modules	$449.00 each
6.	portable data transfer units	$3,500.00 each

All prices noted are before the addition of applicable taxes.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Almost all of the equipment purchased from this order will be sold to the Region, and the purchase cost fully recovered.

BACKGROUND:

This tender was advertised and three suppliers submitted bids. The lowest bidder for items 1, 2, 3, 4, and 5 is being recommended. Only one unit of item 6 is expected to be ordered, and this must be ordered from the supplier of the signal controllers in order that the appropriate data transfer software is included with the machine.

The quantities ordered under this tender are much greater than in previous years, primarily because a program is being initiated under the Region Capital Budget to replace obsolete equipment and also to complete a Canada-Ontario Infrastructure Works project. Allowance has also been made in the spending limit authorization request to permit purchase of a portion of 1997 requirements if the next tender shows an increase in prices in 1997.

HCS JRW/kg

1(B)(iii)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 19
File No. TEC-003-96 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Poles, Hardware and Traffic Signal Arms during 1996, Public Works and Traffic Department

RECOMMENDATION:

That a purchase order be issued to U.S.S. Manufacturing, Inc., Renfrew, Ontario, for the supply and delivery of traffic poles, hardware and traffic signal arms as and when required during 1996 by the Traffic Department, as per attached prices, being the lowest of five bids received and being in accordance with the specifications issued by the Purchasing Division's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH-56152 75999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1996.

BACKGROUND:

The estimated expenditure during 1995 is $85,000. This tender was advertised and five suppliers submitted bids. The recommended supplier submitted the lowest or only bid on the items being recommended.

BJM/kg
Attach.

REF: C17-11-95
Closes: Thursday December 7th 1995

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF TRAFFIC POLES, HARDWARE AND TRAFFIC SIGNAL ARMS

Traffic Signal Head Hangers Qty.	Description	SENTINEL Part #	Price	FORTRAN Part #	Price	METAL Part #	Price	LAMPADAIRES Part #	Price	USS MANUFACTURING Part #	Price
Arms											
5	PowerLite Single Member Arm 6' long without pole plate #1130	6SMA	$ 65.00	NO BID		TSA-6	$ 96.00	H5041	$ 69.76	USS 6A	$ 63.78
5	PowerLite Single Member Arm 8' long without pole plate #1142	8SMA	$ 74.00	NO BID		TSA-8	$112.00	H5042	$ 80.74	USS 8A	$ 71.94
5	PowerLite Single Member Arm 10' long without pole plate #1154	10SMA	$ 90.00	NO BID		TSA-10	$132.00	H5004	$ 97.61	USS 10A	$ 89.62
10	PowerLite Single Member Arm 12' long without pole plate #1172	12SMA	$110.00	NO BID		TSA-12	$186.00	H5006	$111.44	USS 12A	$106.11
10	PowerLite Single Member Arm 15' long without pole plate #1184	15SMA	$180.00	NO BID		TSA-15	$214.00	H5043	$189.34	USS 15A	$172.44
10	PowerLite Single Member Arm 18' long without pole plate #1196	18SMA	$250.00	NO BID		TSA-18	$278.00	H5012	$237.97	USS 18A	$219.96
2	PowerLite Single Member Arm 20' long without pole plate # 1208	20SMA	$275.00	NO BID		TSA-20	$310.00	H5018	$275.12	USS 20A	$244.80
2	PowerLite Single Member Arm 22' long without pole plate #1220	22SMA	$295.00	NO BID		TSA-22	$348.00	H5023	$289.19	USS 22A	$271.92
Poles											
10	PowerLite Round Tapered Traffic Pole Model #TP 10819H-AB Height 19', Wall Thickness 0.250" 10" Diam. Base/8" Diam. Top Anchor bolt base - to fit 10-5/8" to 11-5/16" anchor base, on square using slotted holes Anchor Bolt Size: 1 1/4" x 42" part #4562	TP10819HAB	$935.00	NO BID		FC-108-19.250	$758.00	G0107	$809.70	USS TP10A	$657.77
80	PowerLite Round Tapered Traffic Pole Model #TP 8619-AB Height 19', Wall Thickness 0.188" 8" Diam. Base/6-5/8" Diam. Top Anchor bolt base - to fit 8-1/8" anchor base, on square with slotted holes Anchor Bolt Size: 1" x 30" part #4568	TP8619AB	$495.00	NO BID		FC-86-19.188	$454.00	G0104	$482.57	USS TP8A	$424.52
50	PowerLite Round Tapered Traffic Pole Model #TP6415-AB Height 15', Wall Thickness 0.188" 6" Diam. Base/4 1/2" Diam. Top Anchor bolt base - to fit 6-3/4" anchor base, on square with slotted holes Anchor Bolt Size: 3/4" x 24" part #4556	TP6415AB	$350.00	NO BID		TP-64515.188	$319.00	G0120	$319.05	USSTP6A	$304.86

1(BXiiiXI)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 8
File No. TEC-009-96 / Author: C. Van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Nos. 8-14 and 24-30 East 35th Street - Discharge of Two Commercial Boulevard Parking Agreements

RECOMMENDATION:

a) That the existing Commercial Boulevard Parking Agreements registered as Instrument Nos. 151570 and 151569 to the properties at Nos. 8-14 and 24-30 East 35th Street be discharged at the property owners expense; and

b) That the owner of the property be required to execute residential boulevard parking agreements for the properties at Nos. 8, 10, 12, 24, 26, 28 and 30 East 35th Street; and

c) That the existing boulevard parking space and driveway approach ramp be removed from No. 14 East 35th Street, at the property owner's expense.

D. Lobo

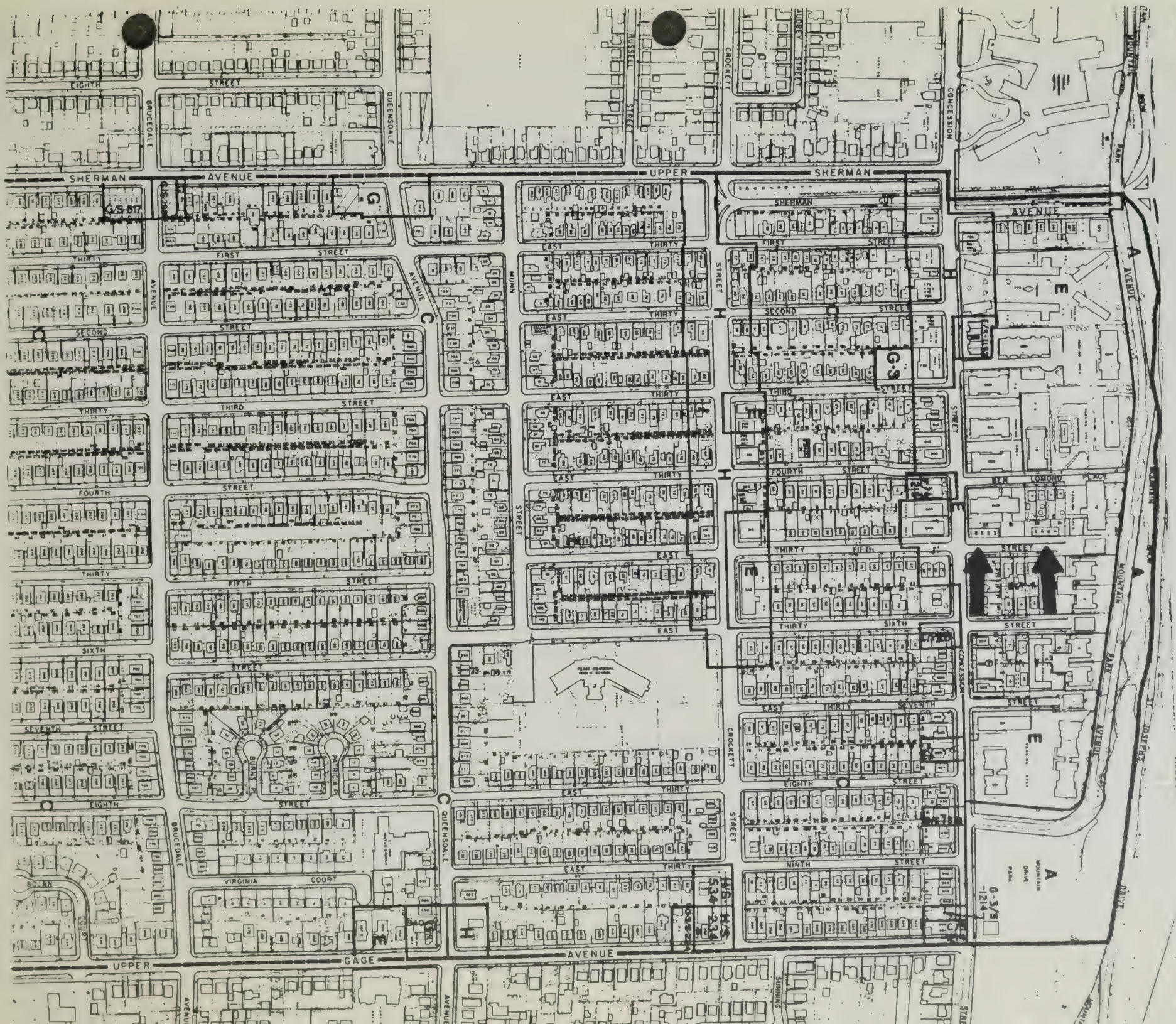
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Presently, the City receives $365. in revenue each year from the leasing of this boulevard for parking purposes. With the discharge of the two commercial boulevard parking agreements and the execution of seven residential boulevard parking agreements, the City will receive $225. less revenue each year.

BACKGROUND:

Staff has received a request from Mr. Ted Vietri, owner of Nos. 8-14 and 24-30 East 35th Street to discharge two existing commercial boulevard parking agreements registered against these properties. Commercial boulevard parking agreements were required for these properties since they were multiple residential properties (more than three units). However, Mr. Vietri recently severed these two properties into eight single family lots. Three of these lots are able to provide a required parking space completely on private property. Seven properties require the execution of residential boulevard parking agreements since the parking spaces are situated partially on the City road allowance. The only property which will not require an agreement is No. 14 East 35th Street, since the required parking space will be situated entirely on the private property.

CVB/MBH/kg


SHERMAN AVENUE
UPPER SHERMAN AVENUE
GAGE AVENUE
UPPER GAGE AVENUE
EIGHTH STREET
SEVENTH STREET
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
THIRTY EAST
THIRTY FIRST STREET
THIRTY SECOND STREET
THIRTY THIRD STREET
THIRTY FOURTH STREET
THIRTY FIFTH STREET
THIRTY SIXTH STREET
THIRTY SEVENTH STREET
EIGHTH STREET
NINTH STREET
BRUCEDALE AVENUE
QUEENSDALE AVENUE
CONCESSION STREET
CROCKETT STREET
MUIR STREET
HUNTER STREET
BEN LOMOND PLACE
A MOUNTAIN DRIVE PARK
MOUNTAIN PARK DRIVE
MOUNTAIN PARK
RIDGE
BOLAN DRIVE
VIRGINIA COURT
BURNS CRESCENT
PATRICIA CRESCENT
G.S.
H
E
C
A

1(B)(iii)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 8
File No. TEC-010-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 29 Strathcona Avenue South - Request for a Reserved "Permit Parking" Space for a Disabled Resident.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Strathcona Avenue South commencing at a point 283 feet south of King Street West and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Alexander, 29 Strathcona Avenue South.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

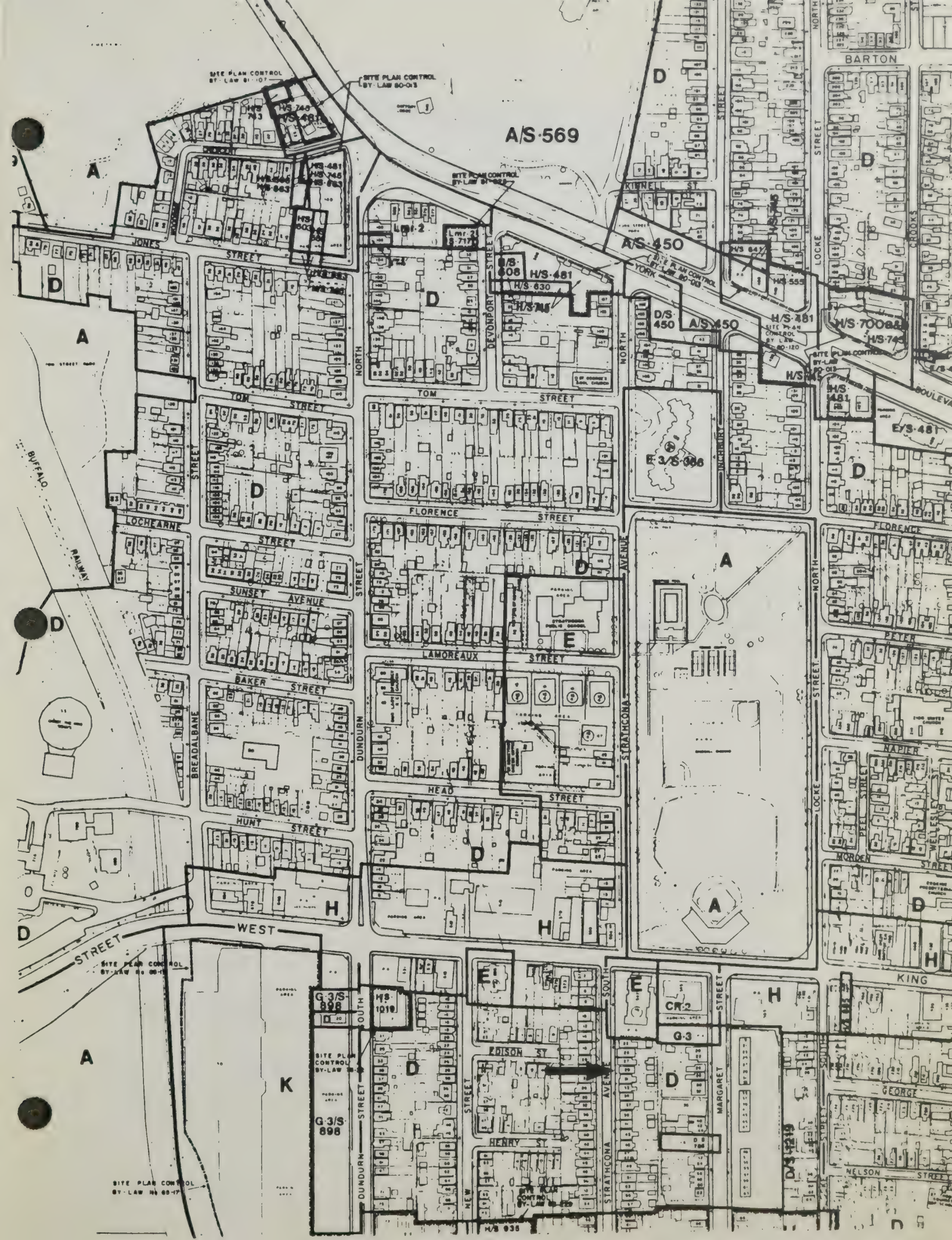
BACKGROUND:

Staff has received a request from Mr. Alexander, 29 Strathcona Avenue South, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of his home since he is disabled.

Strathcona has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Alexander possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


A/S-569
A/S-450
D/S-450
H/S-481
H/S-700a
H/S-746
H/S-555
H/S-630
H/S-715
E/S-481
E 3/S-986
G-3/S-898
H/S-1019
CR-2
G-3
K
JONES STREET
TOM STREET
FLORENCE STREET
LAMOREAUX STREET
BAKER STREET
HUNT STREET
HEAD STREET
WEST STREET
KING STREET
BARTON STREET
GEORGE STREET
NELSON STREET
HENRY ST
EDISON ST
LOCHEARNE STREET
SUNSET AVENUE
BREADALBANE STREET
DUNDURN STREET SOUTH
STRATHCONA AVENUE
MARGARET AVENUE
NEW STREET
DEVONPORT STREET NORTH
INCHBURY STREET
LOCKE STREET SOUTH
PETER STREET NORTH
NAPIER STREET
MORDEN STREET
WELLESLEY
BUFFALO RAILWAY
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-17

16(B)(iii)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 8
File No. TEC-011-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 11 East 21st Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of East 21st Street commencing at a point 238 feet south of Concession Street and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to David Smeaton, No. 11 East 21st Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

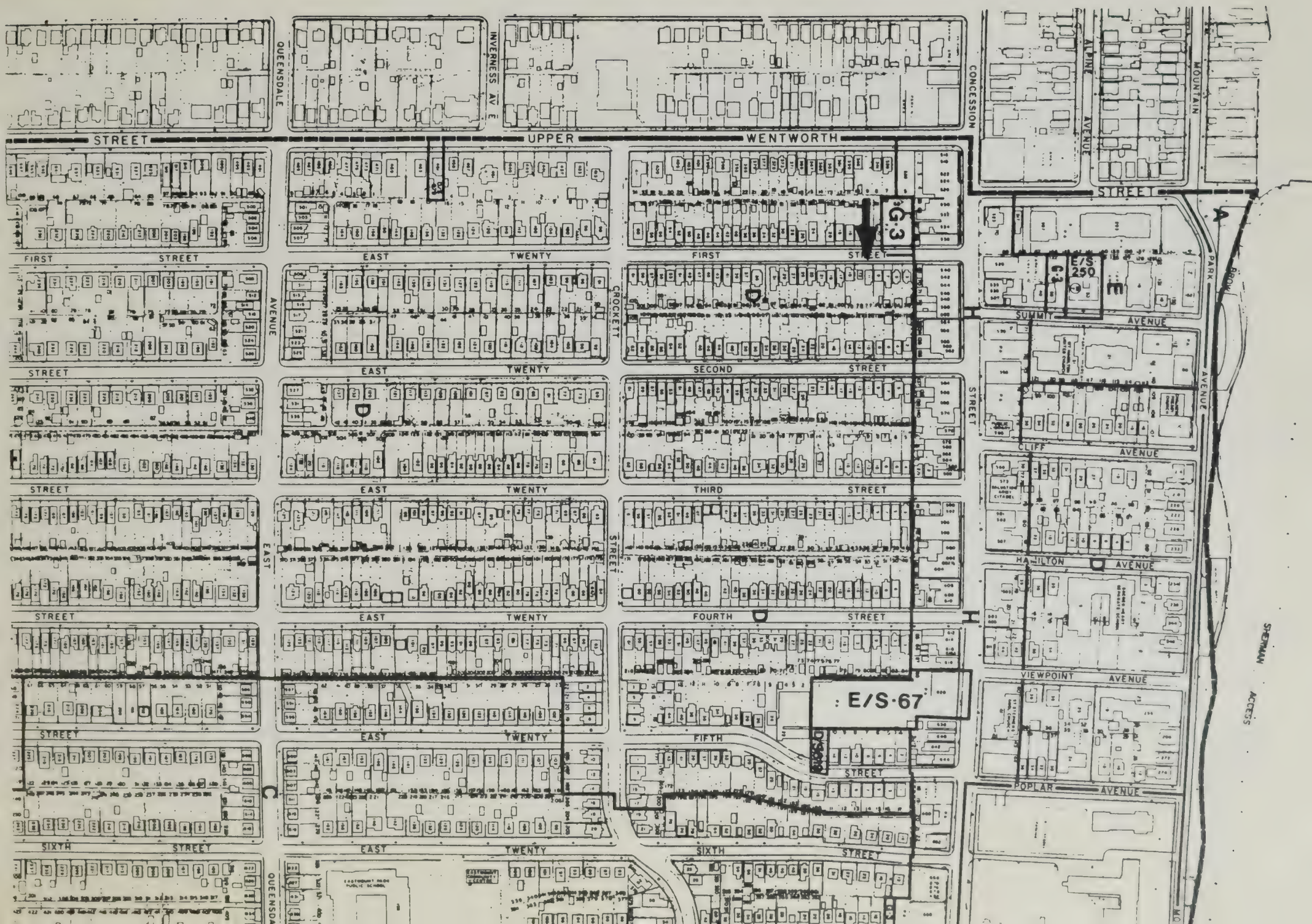
BACKGROUND:

Staff has received a request from Mr. David Smeaton that a reserved "Permit Parking" space be designated on the east side of East 21st Street in front of his home since he is disabled.

East 21st has a 30 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Saturday" regulation on both sides of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Smeaton possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


UPPER WENTWORTH STREET
QUEENSDALE AVENUE
INVERNESS AVENUE E
CONCESSION STREET
MOUNTAIN AVENUE
PARK AVENUE
BROW
FIRST STREET
EAST TWENTY STREET
CROCKETT STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SUMMIT AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
SHERMAN ACCESS
G-3
E/S 250
E/S-67
A
B
C
D
E
F
H

1(B)(iii)(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 3
File No. TEC-007-96 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Sign Sheeting during 1996, Public Works and Traffic Department

RECOMMENDATION:

That a purchase order be issued to 3 M Canada Inc., London, Ontario, for the supply and delivery of sign sheeting as and when required during 1996 by the Traffic Department, as per attached prices, being the only bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH-56154 75999.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1996.

BACKGROUND:

The estimated expenditure during 1995 is $420,000. This tender was advertised and the recommended supplier submitted the only bid. Attached is a copy of the form of tender showing bid prices received.

BJM/kg
Attach.

Ref: C17-14-95

Closes: DECEMBER 19TH 1995

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF REFLECTIVE SHEETING

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to the supply and delivery of Reflective Sheeting in accordance with specifications issued by the Purchasing Division, NOVEMBER 30TH 1995 at the following prices:

We acknowledge that we have received addenda numbered ___ to ___ inclusive, and the prices quoted include the provisions set out in such addenda. Your bid will be rejected in its entirety if the addenda, if any, are not acknowledged and provided for in the prices submitted.

PRICE EXCLUSIVE OF ALL TAXES

PART A - REFLECTIVE SHEETING
SECTION 1 - 3M "SCOTCHLITE - ENGINEERING GRADE" REFLECTIVE SHEETING

Traffic Part #	Est. Qty.	Description	Unit Price Per Yard	Total Price	Vendor Part #
• White		Pressure Sensitive 3M # 3290			
5770	6 Rolls	6" x 50 yds.	$ 1.61	$ 481.50	3290
5771	6 Rolls	12" x 50 yds.	$ 3.21	$ 963.00	3290
5772	6 Rolls	18" x 50 yds.	$ 4.82	$ 1444.50	3290
5773	6 Rolls	24" x 50 yds.	$ 6.42	$ 1926.00	3290
5774	3 Rolls	30" x 50 yds.	$ 8.03	$ 1203.75	3290
5775	3 Rolls	36" x 50 yds.	$ 9.63	$ 1444.50	3290

CONTINUED...

• White		Heat Activated 3M # 2290			
5537	1 Roll	3/8" x 50 yd.	$ 0.10	$ 5.02	2290
5534	1 Roll	½" x 50 yd.	$ 0.13	$ 6.69	2290
5538	6 Rolls	5/8" x 50 yd.	$ 0.17	$ 50.16	2290
5540	4 Rolls	1" x 50 yd.	$ 0.27	$ 53.50	2290
5769	12 Rolls	2" x 50 yd.	$ 0.54	$ 321.00	2290
5594	1 Roll	6" x 50 yd.	$ 1.61	$ 80.25	2290
5600	3 Roll	8" x 50 yd.	$ 2.14	$ 321.00	2290
5606	8 Rolls	12" x 50 yd.	$ 3.21	$ 1284.00	2290
5618	3 Rolls	18" x 50 yd.	$ 4.82	$ 722.25	2290
5570	25 Rolls	24" x 50 yd.	$ 6.42	$ 8025.00	2290
5582	20 Rolls	30" x 50 yd.	$ 8.03	$ 8025.00	2290
5588	10 Rolls	36" x 50 yd.	$ 9.63	$ 4815.00	2290
• Yellow		Pressure Sensitive 3M # 3271			
5784	6 Rolls	6" x 50 yds.	$ 1.61	$ 481.50	3271
5785	6 Rolls	12" x 50 yds.	$ 3.21	$ 963.00	3271
5786	6 Rolls	18" x 50 yds.	$ 4.82	$ 1444.50	3271
5787	6 Rolls	24" x 50 yds.	$ 6.42	$ 1926.00	3271
5788	3 Rolls	30" x 50 yds.	$ 8.03	$ 1203.75	3271
5789	3 Rolls	36" x 50 yds.	$ 9.63	$ 1444.50	3271
• Yellow		Heat Activated 3M # 2271			
5659	3 Rolls	18" x 50 yds.	$ 4.82	$ 722.25	2271
5660	4 Rolls	24" x 50 yd.	$ 6.42	$ 1284.00	2271
5666	2 Rolls	30" x 50 yd.	$ 8.03	$ 802.50	2271
• Green		Pressure Sensitive 3M # 3277			
5777	6 Rolls	6" x 50 yds.	$ 1.61	$ 481.50	3277
5778	6 Rolls	12" x 50 yds.	$ 3.21	$ 963.00	3277
5779	6 Rolls	18" x 50 yds.	$ 4.82	$ 1444.50	3277
5780	6 Rolls	24" x 50 yds.	$ 6.42	$ 1926.00	3277
5781	3 Rolls	30" x 50 yds.	$ 8.03	$ 1203.75	3277
5782	3 Rolls	36" x 50 yds.	$ 9.63	$ 1444.50	3277
• Green		Heat Activated 3M # 2277			
5480	24 Rolls	6" x 50 yd.	$ 1.61	$ 1926.00	2277
5486	12 Rolls	8" x 50 yd.	$ 2.14	$ 1284.00	2277

CONTINUED...

5450	2 Rolls	12" x 50 yds.	$ 3.21	$ 321.00	2277
5488	3 Rolls	18" x 50 yds.	$ 4.82	$ 722.25	2277
5462	3 Roll	24" x 50 yd.	$ 6.42	$ 963.00	2277
5468	2 Rolls	30" x 50 yds.	$ 8.03	$ 802.50	2277
5474	2 Rolls	36" x 50 yds.	$ 9.63	$ 963.00	2277
• Blue		Heat Activated 3M # 2275			
5438	1 Roll	24" x 50 yd.	$ 6.42	$ 321.00	2275
5439	1 Roll	30" x 50 yd.	$ 8.03	$ 401.25	2275
•Red		Pressure Sensitive 3M # 3272			
5521	1 Roll	2" x 50 yds.	$ 0.54	$ 26.75	3272
• Red		Heat Activated 3M # 2272			
5525	1 Roll	4" x 50 yd.	$ 1.08	$ 53.50	2272
5522	1 Roll	24" x 50 yd.	$ 6.42	$ 321.00	2272
•Brown		Heat Activated 3M # 2279			
5444	1 Roll	30" x 50 yds.	$ 8.03	$ 401.25	2279

PART A - REFLECTIVE SHEETING
SECTION ii - 3M "SCOTCHLITE - ENGINEERING GRADE - WORKZONE" REFLECTIVE SHEETING

• Orange		Pressure Sensitive 3M # 1484			
5520	10 Rolls	6" x 50 yd.	$ 1.62	$ 80.250	1484
5519	2 Rolls	8" x 50 yd.	$ 2.14	$ 214.00	1484
• Orange		Heat Activated 3M # 1284			
5500	1 Roll	6" x 50 yd.	$ 1.62	$ 80.25	1284
5504	2 Rolls	24" x 50 yds.	$ 6.42	$ 642.00	1284
5510	1 Roll	30" x 50 yd.	$ 8.03	$ 401.25	1284
5516	3 Rolls	36" x 50 yd.	$ 9.63	$ 1444.50	1284

CONTINUED...

PART A - REFLECTIVE SHEETING
SECTION iii - 3M "SCOTCHLITE - HIGH INTENSITY GRADE" REFLECTIVE SHEETING

• Silver		Pressure Sensitive 3M # 3860			
5631	50 Roll	12" x 50 yd.	$ 14.55	$ 36,375.00	3870
5621	40 Roll	24" x 50 yd.	$ 29.10	$ 58,200.00	3870
5622	35 Rolls	30" x 50 yd.	$ 36.38	$ 63,656.25	3870
XXXX	10 Roll	36" x 50 yd.	$ 43.65	$ 21,825.00	3870
• Silver		Heat Activated 3M # 2870			
5627	4 Rolls	1" x 50 yd.	$ 1.21	$ 242.50	2870
5624	6 Rolls	2" x 50 yd.	$ 2.43	$ 727.50	2870
5630	50 Roll	12" x 50 yd.	$ 14.55	$ 36,375.00	2870
5621	40 Roll	24" x 50 yd.	$ 29.10	$ 58,200.00	2870
5644	35 Rolls	30" x 50 yd.	$ 36.38	$ 63,656.25	2870
5643	10 Roll	36" x 50 yd.	$ 43.65	$ 21,825.00	2870
• Yellow		Pressure Sensitive 3M # 3871			
5662	4 Roll	12" x 50 yd.	$ 14.55	$ 2910.00	3871
5658	4 Roll	18" x 50 yd.	$ 21.83	$ 4365.00	3871
5664	4 Roll	24" x 50 yd.	$ 29.10	$ 5820.00	3871
• Yellow		Heat Activated 3M # 2871			
5661	4 Roll	12" x 50 yd.	$ 14.55	$ 2910.00	2871
5657	4 Roll	18" x 50 yd.	$ 21.83	$ 4365.00	2871
5665	4 Roll	24" x 50 yd.	$ 29.10	$ 5820.00	2871
5673	2 Roll	36" x 50 yd.	$ 43.65	$ 4365.00	2871

PART A - REFLECTIVE SHEETING
SECTION iv - 3M "SCOTCHLITE - HIGH INTENSITY GRADE - WORKZONE" REFLECTIVE SHEETING

• Silver		Cone Sheeting - Plasticizer Resistant Pressure Sensitive 3M # 3840			
5546	6 Rolls	2" x 50 yd.	$ 2.94	$ 882.00	3840

CONTINUED

PART A - REFLECTIVE SHEETING
SECTION v - 3M "SCOTCHLITE - ENCLOSED LENS - VEHICLE MARKINGS" REFLECTIVE SHEETING

• Yellow		Flexible, Pressure Sensitive 3M # 580-71			
5648	1 Roll	12" x 50 yd.	$ 11.48	$ 573.75	580-71

PART B - NON-REFLECTIVE SHEETING
SECTION I - 3M "SCOTCHCAL PLUS" NON-REFLECTIVE MARKING FILMS

• White		Pressure Sensitive 3M # 3650-10			
XXXX	6 Rolls	6" x 50 yds.	$ 1.28	$ 384.78	3650-10
5384	6 Rolls	12" x 50 yd.	$ 2.57	$ 769.50	3650-10
5385	6 Rolls	18" x 50 yds.	$ 3.85	$ 1154.25	3650-10
5386	6 Rolls	24" x 50 yds.	$ 4.68	$ 1404.00	3650-10
5387	3 Rolls	30" x 50 yds.	$ 6.41	$ 961.89	3650-10
5388	3 Rolls	36" x 50 yds.	$ 7.02	$ 1053.00	3650-10
• White		Heat Activated 3M # 650			
5390	1 Roll	12" x 50 yd.	$ 7.18	358.88	650
5402	1 Roll	24" x 50 yd.	$ 14.36	717.76	650
• Black		Pressure Sensitive 3M # 3655-12			
5300	2 Rolls	2" x 50 yd.	$ 0.43	$ 42.75	3650-12
5310	2 Rolls	4" x 50 yds.	$ 0.86	$ 85.50	3650-12
5318	2 Rolls	5" x 50 yd.	$ 1.07	$ 106.88	3650-12
5306	2 Rolls	6" x 50 yd.	$ 1.28	$ 128.25	3650-12
5336	1 Roll	12" x 50 yd.	$ 2.57	$ 128.25	3650-12
5791	6 Rolls	18" x 50 yd.	$ 3.85	$ 1154.25	3650-12
5792	6 Rolls	24" x 50 yd.	$ 4.68	$ 1872.00	3650-12
5357	1 Roll	36" x 50 yd.	$ 7.02	$ 351.00	3650-12
• Black		Heat Activated 3M # 655			
5282	1 Roll	½" x 50 yd.	$ 0.30	$ 14.96	655
5276	12 Roll	5/8" x 50 yd.	$ 0.37	$ 224.28	655
5288	12 Rolls	1" x 50 yd.	$ 0.60	$ 358.92	655

CONTINUED...

5300	1 Roll	2" x 50 yd.	$ 1.20	$ 59.81	655
5312	1 Roll	4" x 50 yd.	$ 2.39	$ 119.62	655
5315	1 Roll	5" x 50 yd.	$ 2.99	$ 149.55	655
5324	1 Roll	6" x 50 yd.	$ 3.59	$ 179.44	655
5330	1 Roll	8" x 50 yd.	$ 4.79	$ 239.25	655
5336	1 Roll	12" x 50 yd.	$ 7.18	$ 358.88	655
5338	2 Rolls	18" x 50 yds.	$ 10.77	$ 1076.63	655
5342	1 Roll	24" x 50 yd.	$ 13.05	$ 652.50	655
5348	1 Roll	30" x 50 yd.	$ 17.94	$ 897.19	655
5354	1 Roll	36" x 50 yds.	$ 19.58	$ 978.75	655
• Tomato Red		Pressure Sensitive 3M # 3650-13			
5368	1 Roll	24" x 50 yd.	$ 6.08	$ 303.75	3650-13
• Bright Yellow		Pressure Sensitive 3M # 3650-15			
5420	1 Roll	24" x 50 yd.	$ 6.08	$ 303.75	3650-15
• Vivid Blue		Pressure Sensitive 3M # 3650-17			
5372	1 Roll	12" x 50 yd.	$ 3.38	$ 168.75	3650-17
• Sunflower		Pressure Sensitive 3M # 3650-25			
5426	1 Roll	12" x 50 yd.	$ 3.38	$ 168.75	3650-25
5416	2 Rolls	18" x 50 yds.	$ 5.06	$ 506.25	3650-25
• Yellow Orange		Fluorescent Films (for Stop/Slow Signs) Pressure Sensitive 3M # 3483			
5766	4 Rolls	24" x 50 yds.	$ 9.81	$ 1962.00	7725-404
• Red Orange		Fluorescent Films (for Stop/Slow Signs) Pressure Sensitive 3M # 3484			
5768	4 Rolls	24" x 50 yds.	$ 9.81	$ 1962.00	7725-414

CONTINUED...

PART B - DURABLE OVERLAY FILMS, Etc.
SECTION ii - TRANSFER TAPE

• Transfer Tape		3M # TPM-5			
___	5 Rolls	6" x 100 yds.	$ 0.63	$ 316.75	TPM-5
___	5 Rolls	12" x 100 yds.	$ 1.27	$ 633.50	TPM-5
___	5 Rolls	18" x 100 yds.	$ 1.90	$ 950.25	TPM-5

PART C - PAVEMENT MARKING MATERIALS
SECTION i - "STAMARK" DURABLE REFLECTIVE PAVEMENT MARKINGS

• White		Pavement Marking Tapes 3M # 5730			
3688	15 Rolls	4" x 120 yd.	$ 3.54	$ 6375.00	5730
3644	10 Rolls	8" x ~~120~~ 30 yd.	$ 7.08	$ 2125.00	5730
1277	10 pkgs.	Arrow - Straight package of 2 3M # CSS 6330-CA	$ 189.26/pkg	$ 1892.60	CSS 6330SA
1280	10 pkgs.	Arrow - Left package of 2 3M # CSS 6330-LA	$ 214.14/pkg	$ 2141.40	CSS 6330 LA
1280	10 pkgs.	Arrow - Right package of 2 3M # CSS 6330-RA	$ 214.14/pkg	$ 2141.40	CSS 6330 RA
1286	5 pkgs.	Arrow - Straight/Right Fillet package of 4 3M # SMS 2905 R	$ 54.59/pkg	$ 272.95	SMS 2905R
1286	5 pkgs.	Arrow - Straight/Left Fillet package of 4 3M # SMS 2905 L	$ 54.59/pkg	$ 272.95	SMS 2905L
• Yellow		Pavement Marking Tapes 3M # 5731			
3686	10 Rolls	4" x 120 yd.	$ 3.54	$ 4250.00	5731

PART C - PAVEMENT MARKING MATERIALS
SECTION ii - "SCOTCH-LANE" REMOVABLE PAVEMENT MARKING TAPES

• White		Removable Pavement Marking Tapes 3M # 5710			
3666	10 Rolls	4" x 120 yd.	$ 3.75	$ 4500.00	5710

CONTINUED...

• Yellow		Removable Pavement Marking Tapes 3M # 5711			
3694	20 Rolls	4" x 120 yd.	$ 3.75	$ 900.00	5711

PART C - PAVEMENT MARKING MATERIALS
SECTION iii - "SCOTCH-LANE" LINE MASK

• Black		Line Mask - Removable Pavement Marking Tape 3M # 145			
XXXX	1 Roll	6" x 80 yd.	$ 6.72	$ 537.60	A145

PART C - PAVEMENT MARKING MATERIALS
SECTION iv - "STAMARK" DURABLE MARKING ADHESIVE

2264	12 Pails	Glue 20l pails 3M # SP-44	$ 219.00/20L	$ 2628.07	SP44
97355	8 Pails	Thinner 1 U.S. Gallon 3M # 711	$ 44.29/GAL	$ 354.32	711

Maximum Delivery Lead Time FOUR WEEKS

Discount If Awarded All Sections N/A

CONTINUED..

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

3M CANADA INC.

Name of Company

1840 OXFORD ST. EAST, LONDON ONT. N5V 3G2

Street Address of Company, including postal code **- No Post Office Box numbers -**

Authorized Signature

TERRY BRHELE

Please Print Name

(519) 4526063

Telephone Number

December 15, 1995

Date of Tender

(519) 452 6245

FAX Number

NOTE: Even if you are **NOT** submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. **FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.**

Fred Rosburgh

1(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 10
File No. TEC-12-96 / Author: Marty Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Trial Closure of Mead Avenue

RECOMMENDATION:

That the City Solicitor be authorized and directed to amend By-law No. 94-137 to allow for an additional one month extension to the fifteen month trial closure of Mead Avenue at a point 757 feet east of the eastern limit of Parkdale Avenue.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1994 June 28, the City Council authorized a one year trial closure of Mead Avenue, east of Parkdale Avenue, in accordance with the requirements of the Municipal Act. The one year trial period ended on 1995 September 15, but was extended another three months in order to allow an investigation into other possible options for this road closure, such as a partial, rather than a full road closure which would allow some access into the neighbourhood.

Staff have had several discussions with both of the Ward Aldermen regarding this issue, and to date, they have not advised on which of the options, if any, they wish to pursue. Therefore, it would not be appropriate for staff to report back at this time. It is our understanding that the Aldermen will likely be ready to deal with this issue in about one months time.

MBH/kg

c.c. P. Noé Johnson, City Solicitor
Attention: D. Powers

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: January 9, 1996
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-96-02)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: January 30, 1996

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual	File Number
Wood Street West	32 Wood Street West	J.C. White	Portion of Building 2.896m x.789m Frame Deck 2.408m x 3.353m	138/20	T103 50 1212
Macnab Street North	34 Wood Street West	S.M. Partridge	Portion of Building 6.555m x .450m Concrete Paving .853m x 6.492m	138/20	T103 50 1211
Ashley Street	20 Ashley Street	L. Dobai	Concrete Veranda 6.187m x .884m	138/20	T103 50 1213
Keith Street	49 Keith Street	G. Clark	Wooden Step 1.22m x .15m	138/20	T103 50 1192

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 15

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1995 December 6	Board of Education for the City of Hamilton	Appointments to the City of Standing Committees	1995 December 14
1995 December 11	Commissioner of Public Works and Traffic	Appointments to the Keep Hamilton Clean Committee	1995 December 14
1995 November/ December	Ontario Good Roads Association	Provincial Support for Municipal Roads folded into Unconditional Grant	1996 January 5
1995 December 10	Commissioner of Public Works and Traffic	1995 School Crossing Guard Awards Ceremony	1996 January 10

Kevin C. Christenson, Secretary
1996 January 15

URBAN/MUNICIPAL
CA4 ON HBL A05 :TION
C51T6
1996

URBAN MUNICIPAL

FEB 5 1996

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 February 5
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION** (9:30 o'clock a.m.)

   Westdale Village B.I.A. - Mr. D. Upsdell
   King Street West -
   Weekday Evening Peak Period Stopping Prohibition

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   PUBLIC WORKS DIVISION

   (a) Sale of Surplus Cobblestone

   (b) Sesquicentennial Symbol for Concrete Stamping

4. **MAYOR R. M. MORROW**

   Ceremonial Street Designation to Honour Composer Fran Liszt

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

1.

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

MEMORANDUM

****

TO: Hart Solomon
Manager of Traffic Operations
Traffic Division

YOUR FILE:

OUR FILE:

FROM: Jeanne Pacey
Community Renewal Officer

PHONE: 546-4649
Date: 1995 December 14

SUBJECT: WESTDALE BIA - NO STOPPING ISSUE-
Public Works and Traffic Department

As per our conversation I would like to confirm the following request that Mr. Dan Upsdell, Chairman of the Westdale BIA has made.

1. That a report will be sent to the Transport and Environment Committee addressing the feasibility of the removal of the evening rush hour stopping Prohibition on the north side of King Street West. The BIA has requested that they be listed at the 1996 January 22, Transportation and Environment Committee as a delegation. Dan Upsdell has requested that this be confirmed in writing.

2. Mr. Dan Upsdell has requested verbally for a copy of the study that traffic did regarding the No Stopping issue. Please forward this request directly to Mr. Dan Upsdell at 1061 King Street West, Hamilton, Ontario, L8S 1L8

3. The Westdale BIA have not received a response to the implementation of the parking meters at 988 King Street West. The Christmas shopping season is here and the BIA is anxious for the immediate installation of the meters.

Jeanne Pacey
Community Renewal Officer

JP/jp WP

cc Kevin Christenson Legislative Assistant I, City Clerks
Chris Van Berkle, Traffic Legislative Coordinator, Traffic Division
Dan Upsdell, Chairman, Westdale BIA.
Ward Alderman, M. Kiss
Ward Alderman, M. Caplan

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (905) 546-4528 • RES. (905) 525-5932 - WARD 1

11 January 1996

Memo to: Mr. Marty Hazell, Manager of Traffic Services

From: Alderman Mary Kiss, Ward 1

RE: **WESTDALE BIA PETITION FOR REMOVAL OF "NO STOPPING" SIGNS 4 P.M. TO 6 P.M. RESTRICTIONS**

I am enclosing a copy of a petition endorsed by the Westdale BIA members requesting removal as soon as possible of the above parking restrictions on King Street West, bound by Paradise Road on the east side and Sterling Street on the west side.

Please confirm that this matter will be on the agenda of the February 5 Transport and Environment Committee for approval.

Thank you in advance for your cooperation.

MK:sn

Encl.

c.c. Alderman H. Merling, Chairman, Transport & Environment Committee
Mr. K. Christenson, Secretary, Transport & Environment Committee
Mr. Dan Upsdell, Oddities, 1061 1/2 King St. W., Hamilton, L8S 1L8
Mrs. Shelagh Snider, 1045 King St. W., Hamilton, L8S 1L6

Mary Kiss. ORIGINAL

We the undersigned, are merchants located on King St. W., bound by Paradise Rd. on the east and Sterling St. on the west and fully enclosed within the family neighborhood of Westdale. We hereby petition for the removal of the "no stopping between 4pm-6pm" signs within that area on the grounds that:

1/ Rush hour streets are designated arterial routes that collect from neighborhood feeder streets and sweep traffic along to a destination. King St. in Westdale neighborhood, is a feeder area not a thoroughfare.

2/ A rush hour route is inappropriate for a quiet family neighborhood. Crossing guards impede traffic with children making their way home from school during the same time period as cars are given a tacit approval by these signs to speed up along that same stretch of road. We prefer a safer and slower pace.

3/ At the point that King St. changes from a multi-lane one way Regional road to a tow way commercial/residential city street, there exists a connecting link (Paradise Road) designed to direct motorists to continue along the Regional arterial system. This routes them around Westdale, to Main St. which is designed for these traffic loads, where they may continue quickly to their destination. The continuing portion of King St. is a destination, not an express route.

4/ The neighborhood has three stop lights installed within the six blocks of this final "rush hour" route which significantly reduces the speed of traffic and also the efficiency of it's use as a rapid transit path.

5/ At the terminus of the rush hour area, the intersection of Newton/Sterling and King, drivers find themselves surrounded by residential areas on three sides. Drivers bound for McMaster must pass three stop signs located on Sterling (installed to slow cars) to reach the parking lot. If the driver is headed for the underground parking entrance of the hospital, they must on a non rush hour stretch through other stoplights and stop signs before reaching their destination. The rush hour route only dumps impatient drivers into a neighborhood without a quick way out and too few places to park.

6/ Many merchants lose half of the street parking in an area already noted by the city parking authority as lacking extremely in available spaces, during a time when customers should be stopping, on the way home, to shop. Instead, customers risk a heavy penalty for visiting businesses in the neighborhood they live in. Irritation of the customer with the shopkeepers is significantly increased (as they blame us for the tickets) further eroding the economy of this area. In these times of severe financial constraints, (Westdale had a 27% failure rate of businesses last year) we appreciate any consideration by the city to the potential viability of a commercial area

ADDRESS	NAME	SIGNATURE
WESTDALE B.I.A. MEMBERS		
1053 KING St. W	LOGOTHETI	
1051 KING St. W	Jack Canuck Shoes	
1050-5 KING St. W	Cottonwood	
1050-4 KING St. W	Beautiful Gifts	
1050-3 KING St. W	Boudoir Keepsakes	
1050-2 KING St. W	Walker's Chocolates	
1050-1 KING St. W	Westdale Optical Boutique	
1047 KING St. W	Journey to the East	
1045 KING St. W	Shelagh Snider	
1043 KING St. W		Catherine Young
1041 KING St. W		M. Di Pianto
1042 KING St. W	Supertans.	
1040 102 KING St. W	ANNA AMATANGELO	
1037 KING St. W	Village Shoe	
1044 KING St. W	TRUTH	
1036 103 KING St. W	PAULINA CÔTÉ	
1036 KING St. W		
1036 101 KING St. W	Priscilla Counselling Service	X
1036 KING St. W	D.C. Finklestein.	X
1035 KING St. W		
1034-1 KING St. W	VACANT	
1034 KING St. W	WESTDALE T.I	

1038 King St W Rolling Thunder Online Rich Spriggs

905 522 2194

ADDRESS	NAME	SIGNATURE
1033 KING St. W	COTTAGE TOT	
1032 KING St. W	Je ne sais quoi	
1031 KING St. W	O'Grady's	
1030 KING St. W	FIVE SEASONS TOL.	Mitchell
1028 KING St. W	Mo Mean Feat	
1027 KING St. W	Westdale conv.	
1024-2 KING St. W	T.C.B.Y	Maureen Brown
1024-1 KING St. W	VACANT	
1023 KING St. W	ECHO PUBLIC	Wendy Smith
1020 KING St. W	Gene Hagmeier	
1019 KING St. W	VILLAGE BAGEL	Hilary Robertson
1018 KING St. W	WILLIAM KMORRITT	Robin Morritt
1016 KING St. W		GILMORE
1015 KING St. W	CIBC Kevin Sucks	
1014 KING St. W	Westdale Theatre	X
1012 KING St. W	BEAN BAR	
1011 KING St. W	Snooty Fox.	
1010 KING St. W	Catherine Young	
1009 KING St. W	MARY MACNEIL	
1008 KING St. W	CHEZ BONBON / ANN DECOR INC	G. Daffett JR. HR.
1005 KING St. W	C. HERTHER T.D BANK	
1004 KING St. W	Second Cup	Gale
1002 KING St. W		Weinberger
999 KING St. W	National Trust	
998 KING St. W	U. Alatepe	U. ALATEPE
996 KING St. W	WESDALE BARBER SHOP	M. Le Clair
994 KING St. W	WEST SIDE HAIR	
992 KING St. W	Kate Impressions	
990½ KING St. W	Westdale Hairstylist	
990 B 1 KING St W	Dice Rockers Entertainers 990 KING STREET WEST	

ADDRESS	NAME	SIGNATURE
991 KING St. W	WESTDALE BIA	
990 KING St. W	Seconds Count	Monica Duvall
989 KING St. W	Ontario Hydro	Debbie Naphelc
988 KING St. W	New village Restaurant	
987 KING St. W	LubaMeva Spa.	Luba Meva
986 KING St. W	J.M.R.E LTD.	M. Redden
985 B-105 KING St. W	Alliance Gas	
985 B-104 KING St. W	VACANT.	Basham.
985 B-103 KING St. W	Photo by Basham	C Basham
985 B-102 KING St. W	Junior league Hamilton	
985 B-101 KING St. W	KRICK, SEEGER ASSOC	M. Krick
983 KING St. W	Westdale Medical Clinic	x
981 KING St. W	RH weils Bakery	x
955 KING St. W	Westdale library	x NOT AVAILABLE
951 KING St. W	D. KIRK	TIM HORTON'S
950 KING St. W	SIMPSON WATSON + VUJNOVIC	DR Simpson
948 KING St. W	C.G.S GAME TRADER	
944 KING St. W	Anita Peng	The Boutique
942 KING St. W	RAY FAZAKAS LAW OFFICE	Wende R. Fazakas
938 KING St. W	CANADA TRUST.	Garden.
925-2 KING St. W	Olympia & Julian	MEDIPSYCH RESOURCES
925-1 KING St. W	R. Tsamis	
925 King St. W	Rebbekah by Design	R. Tsamis

ADDRESS	NAME	SIGNATURE
Additional Merchants Affected	East End	
	PAUL PACIFICI	
	KEN TURPE CLINIC	901 KING ST W
Westdale Deli.	893 King St.	
HAMILTON KOSHER	889 King St. W.	
FAIZ HAMDANI	856 King St	
LYNDA DIPIETRO (Westdale Dog Beauty)	854 King St W	
844 KING ST. W.	IN A SNAP	
862 KING & W.	Copyright	
852 King St. W	KLW COMPUTER INC.	
824 KING ST W	KALEN KING'S	
870 KING ST. WEST.	DENTAL OFFICE	
850 King St. W Twice as Nice	Twice as Nice	Lisa Gannon
848 King St. W	Suchi Gifts	
860 King St. W.	Westdale Cleaning	
858 King St W	Activewear Outlet	
866 King St. W	Hopkins Variety	
	West End	
1061 King St W	OPTICIANS	
1063 King St W	Mail Boxes Etc	
1060 King St W	BRYAN PRINCE	
1065 King St W West	PIZZA	
11 Paisley St.	Rod Goodes Golf Shop	
2 Newton St	Village Video	
4 Newton St.	Lucy's Fashions	
1056 King St W	Stemmans	
9 Sterling St	Copies Plus	
7 Sterling St	Colour Studios	

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 26

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Sale of Surplus Cobblestone**

RECOMMENDATION:

a) That the Commissioner of Public Works and Traffic be authorized to sell surplus cobblestone salvaged from Ferguson Avenue.

b) That the revenue from the sale of these cobblestones be credited to Account 60144 51401 Sidewalk Special Projects to offset the Department's costs of preparing the stones for sale and to facilitate restoration of interlock paving stone surfaces throughout the City in 1996.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Potential revenues from the sale of the approximate 2,000 square metres of cobblestone could reach $160,000, based upon current industry costs for similar products.

The Department of Public Works and Traffic is experiencing costs estimated at $20,000 to prepare these stones for sale. The revenues derived from the sale are recommended for use in offsetting sale preparation costs and further to facilitate restoration of interlock paving stone surfaces throughout the City.

Results of the sale will be brought forward to the Transport and Environment Committee as an information report.

The Purchasing Division will undertake the sale transactions, in accordance with the disposal of surplus goods procedures of the City's purchasing policy.

BACKGROUND:

Commencing in 1995 and ongoing in 1996 the reconstruction of Ferguson Avenue will result in approximately 2,000+ square metres of cobblestones being taken up from the road surface and stored in bulk in two separate Streets Division depots.

The Department of Public Works and Traffic through its various divisions has given consideration to using these stones in reconstruction projects. Due to the physical nature of these stones staff anticipate no public undertaking for which these materials would be used. The range of projects considered has included the reconstruction of Ferguson Avenue, the waterfront development, parks and streets developments.

The material is unsuited for use in public projects due to the poor quality pedestrian surface which results from their use. Surfaces constructed from these materials are rough, unfriendly to persons with disabilities and their use on public projects may result in liabilities to the City through personal injury claims.

Using surplus revenues to accelerate our program of restoring paving stone surfaces will benefit pedestrians and offset rising costs for the maintenance of paving stone sidewalks. Throughout the City numerous city walks have been surfaced using paving stones. Over the years these walkways settle and become uneven. The existing current budget funding for paving stone surface repair is nominal and the funding from sale of cobblestones could facilitate a "blitz" which would significantly improve these paving stone surfaces for many years.

CFE/rb

c.c. A. Ross, City Treasurer
Attn: C. Mascarenhas, Manager of Purchasing
c.c. R. P. Meiers, Operations Engineer, Department of Public Works & Traffic

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 26

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Sesquicentennial Symbol for Concrete Stamping**

RECOMMENDATION:

a) That one of the stylized symbols on the attached Schedule A, commemorating Hamilton's 150th sesquicentennial year be approved as a logo to be used for stamping all civic concrete poured during 1996.

b) That the Commissioner of Public Works and Traffic be authorized to prepare concrete stamps using the approved logo and further to stamp all civic concrete poured in the City of Hamilton in 1996.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of preparing the necessary concrete stamps is estimated to be $3,500.00. There are virtually no additional costs associated with stamping each concrete project.

BACKGROUND:

During the questions of the day period of City Council's meeting on November 28, 1995 it was suggested that the Commissioner of Public Works and Traffic investigate the costs of stamping all civic concrete poured during 1996 with a special sesquicentennial logo.

Staff have prepared several suggested concrete stamping logos for the consideration of the Transport and Environment Committee. Approval of one preferred symbol will allow for the casting of the necessary stamps. These stamps will be distributed to City crews and private contractors pouring concrete for the City of Hamilton.

It is important to note that the official City of Hamilton sesquicentennial logo is too complex for practical use as a concrete stamp.

CFE/rb
attachments



1.



2.



3.

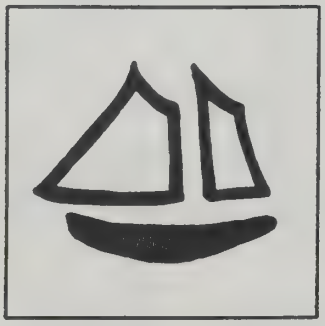


4.

5.

HAMILTON

1846





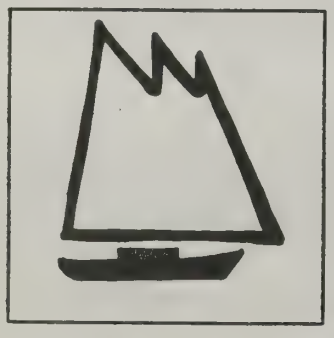


1996

150 YEARS

6.

HAMILTON



150

YEARS



ROBERT M. MORROW
MAYOR

Mayor's Office
Hamilton

4.

MEMORANDUM

****

TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Robert M. Morrow
Mayor
City of Hamilton
Mayor's Office

PHONE: 546-2790

SUBJECT: ITEM FOR DECEMBER T & E MEETING DATE: 1995 October 20

Please add an item under my name to the December Transportation & Environment Committee agenda concerning ceremonial designation of a downtown street in honour of composer Franz Liszt.

RMM:lt

HAMILTON

City Hall
71 Main Street West, Hamilton, Ontario Canada L8N 3T4
Telephone: (905) 546-2790
Fax: (905) 546-3915 546-2448 (TDD Only)

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 February 5
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. **ADOPTION OF THE MINUTES**

(i) Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 January 15

(ii) Adoption of the Minutes of the Special Transport and Environment Committee Meeting held 1996 January 24

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) Norway Avenue between Maplewood Avenue and Afton Avenue

(b) Summit Avenue

(c) Annapolis Way between Acadia Drive and Beaverton Drive

(d) East side of Champlain Avenue between Catalina Drive and Greenford Drive

ii. **Intersection Control**

(a) Intersection of Dalewood Avenue and Gary Avenue

(b) Intersection of Glow Avenue and Know Avenue

iii. **Miscellaneous**

(a) School Bus Loading Zone on Wildewood Avenue adjacent to St. Margaret Mary School

(b) No. 57 MacAuley Street West
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) School Bus Loading Zone on Dover Drive adjacent to Sir Isaac Brock School

(d) East Side of East 26th Street, north of Queensdale Avenue - Taxi Stand

(e) No. 118 Stirton Street -
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) Upper Sherman Bus Route - Bus Stop Removal

(g) Stuart Street between Bay Street North and Queen Street North - Removal from Through Street System

(h) No. 331 Fairfield Avenue North -
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(i) No. 129 Picton Street East -
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(j) Towing of Vehicles Parked in Contravention of Municipal By-laws

(k) Supply and Delivery of Sign Blanks

(l) Rymal Road East, South Side from Upper James to Springside Drive
Amending Local Improvement By-law for Increased Costs for Sidewalks

C. **CITY ENGINEER**
(Commissioner of Transportation and Environmental Services)

(i) Inadvertent Encroachment Agreements

(ii) Advertent Encroachment Agreements

(iii) Acquisition of Land required for Roadway Purposes
Eaglewood Estate Phase 2
Elmore Drive Extension

(iv) City of Hamilton Flat Rate Fee for Recovering
of Servicing Costs Associated with 3 metre Reserves

(v) Banner Application
Hamilton and District Sledge Hockey Association

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1996 January 15
9:30 o'clock a.m.
Room 233, City Hall

2(A)(i)

The Transport and Environment Committee met.

There were

Present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, Vacation
Also present:	Ms. B. Price, Hamilton Safety Council Ms. G. Christmas, Roman Catholic Separate School Board Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Commissioner of Public Works and Traffic Mr. C. Firth-Eagland, Public Works and Traffic Department Mr. R. Meiers, Public Works and Traffic Department Mr. M. Hazell, Public Works and Traffic Department Mr. G. Aston, Roads Department Mr. K. C. Christenson, Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment meeting of 1995 December 4 were adopted as circulated to the Members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **Mountain Avenue, south of Louisa Avenue**

The Committee was in receipt of a report dated 1995 November 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Mountwood Avenue commencing at a point 54 feet south of Louisa Avenue and extending to a point 73 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of East 34th Street and Crockett Street**

The Committee was in receipt of a report dated 1996 January 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" corner clearance on the south side of Crockett Street which commences at East 34th Street and extends to a point 51 feet easterly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Country Club Drive between Greenhill Avenue and Capilano Drive**

The Committee was in receipt of a report dated 1995 November 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman Collins, the Committee approved that the item be tabled until the 1996 march meeting.

(d) **South Side of Beechwood Avenue, east of Gage Avenue North**

The Committee was in receipt of a report dated 1995 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the south side of Beechwood Avenue which commences at Gage Avenue North and extends to a point 47 feet easterly therefrom, be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **West 34th Street between Bendamere Avenue and Leslie Avenue**

The Committee was in receipt of a report dated 1995 December 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on West 34th Street commencing at Bendamere Avenue and extending to a point 456 feet northerly on the west side and to a point 463 feet northerly on the east side be extended such that the regulation extends northerly to Leslie Avenue on both sides of West 34th Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **West 34th Street between Leslie Avenue and Angela Avenue**

The Committee was in receipt of a report dated 1995 December 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 34th Street between Leslie Avenue and Angela Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Deschene Avenue between Hester Street and Washington Street**

The Committee was in receipt of a report dated 1995 December 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Deschene Avenue between Hester Street and Washington Street, such that parking is prohibited:

(i) on the west side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Wavell Avenue between Inverness Avenue East and Churchill Avenue**

The Committee was in receipt of a report dated 1995 December 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Wavell Avenue between Inverness Avenue East and Churchill Avenue, such that parking is prohibited:

(i) on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **Glenvale Drive between Cranbrook Drive and Garth Street**

The Committee was in receipt of a report dated 1995 December 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Glenvale Drive between Cranbrook Drive and Garth Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Intersection Control**

(a) **Intersection of Catharine Street South and Jackson Street East**

The Committee was in receipt of a report dated 1995 December 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Jackson Street East and Catharine Street South and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Carson Drive and Moxley Drive**

The Committee was in receipt of a report dated 1996 January 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(iii) **Miscellaneous**

(a) **Walnut Street South adjacent to Queen Victoria School**

The Committee was in receipt of a report dated 1995 November 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Walnut Street South commencing at a point 56 feet north of Charlton Avenue East and extending 116 feet northerly and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Application to lease a portion of the east boulevard of Hughson Street North adjacent to No. 200 Hughson Street North**

The Committee was in receipt of a report dated 1995 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Huu Luong, owner of No. 200 Hughson Street North, to lease a portion of the east boulevard of Hughson Street North adjacent to No. 200 Hughson Street North be approved, provided:

(a) the application pays the annual fee in accordance with the fee structure approved by the City council on 1986 March 25 (current rate is $60.82 per space per year) plus taxes, if any, in addition to the $10. encroachment insurance charge approved by the City Council on 1984 February 14; and,

(b) the owner pays a one time $50. registration fee, as approved by the City Council on 1986 January 14; and,

(c) the owner pays a one time $214. processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

(d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

(e) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

(f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(c) **Intersection of Harmony Avenue and Vansitmart Avenue**

The Committee was in receipt of a report dated 1995 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" regulation on the north side of Vansitmart Avenue which commences 71 feet east of Harmony Avenue and extends to a point 71 feet west of Harmony Avenue, be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 220 Balmoral Avenue North**
Request to Removal a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1995 November 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Balmoral Avenue North commencing at a point 300 feet south of Campbell Avenue and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 82 Leeming Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 November 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Leeming Street commencing at a point 67 feet south of the south curb of Wright Avenue and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Jose Figueiredo, No. 82 Leeming Street.

(f) **No. 119 Adeline Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 December 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Adeline Avenue commencing at a point 50 feet south of Roxborough Avenue and extending to a point 20 feet southerly therefrom, and on the east side of Adeline Avenue commencing at a point 29 feet south of Roxborough Avenue and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Betty Lees, No. 119 Adeline Avenue.

(g) **No. 210 Gibson Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 December 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Gibson Avenue commencing at a point 291 feet north of Barton Street East and extending to a point 22 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Giovanni Candelora, No. 210 Gibson Avenue.

(h) **No. 56 Peter Street**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 December 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Peter Street commencing at a point 231 feet west of Queen Street North and extending to a point 27 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(i) **Appointment of a Parking Control Officer**

The Committee was in receipt of a report dated 1995 December 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That, in accordance with Section 15(1) of the Police Services Act, 1990, William Smith be appointed as a Parking Control Officer.

(j) **Supply and Delivery of Digital Solid-State Traffic Signal Controllers and Associated Hardware**

The Committee was in receipt of a report dated 1995 December 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Fortran Traffic Systems Ltd., Scarborough, for the supply and delivery of traffic signal controllers as and when required in 1996 by the Traffic Division, at the unit prices noted below, being the lowest bid received for sub-sections (a) (b) (c) (d) and (e), in accordance with the specifications issued by Purchasing and Vendor's tender, and to be financed through Traffic Signals Materials Account No. CH56152 75999, to a maximum expenditure of $550,000. exclusive of taxes:

(a)	36 circuit fully actuated solid state controllers	$6,211.74 each
(b)	24 circuit fully actuated solid state controllers	$5,396.77 each
(c)	24 circuit pretimed solid state controllers	$5,295.65 each
(d)	Area master controllers	$2,674.80 each
(e)	Communications modules	$ 449. each
(f)	Portable data transfer units	$3,500. each

All prices noted are before the addition of applicable taxes.

(k) **Supply and Delivery of Traffic Poles, Hardware and Traffic Signal Arms during 1996 Public Works and Traffic Department**

The Committee was in receipt of a report dated 1995 December 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to U.S.S. Manufacturing, Inc., Renfrew, Ontario, for the supply and delivery of traffic poles, hardware and traffic signal arms as and when required during 1996 by the Traffic Department, as per attached prices, being the lowest of five bids received and being in accordance with the specifications issued by the Purchasing Division's tender, and that this expenditure be financed through the Traffic Signals Materials Account No. CH56152 75999.

(l) **Nos. 8 - 14 and 24 - 30 East 35th Street**
Discharge of Two Commercial Boulevard Parking Agreements

The Committee was in receipt of a report dated 1996 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing Commercial Boulevard Parking Agreements registered as Instrument Nos. 151570 and 151569 to the properties at Nos. 8 - 14 and Nos. 24 - 30 East 35th Street be discharged at the property owners expense; and,

(b) That the owner of the property be required to execute residential boulevard parking agreements for the properties at Nos. 8, 10, 12, 24, 26, 28 and 30 East 35th Street; and,

(c) That the existing boulevard parking space and driveway approach ramp be removed from No. 14 East 35th Street, at the property owner's expense.

(m) **No. 29 Strathcona Avenue South**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Strathcona Avenue South commencing at a point 283 feet south of King Street West and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Alexander, No. 29 Strathcona Avenue South.

(n) **No. 11 East 21st Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of East 21st Street commencing at a point 238 feet south of Concession Street and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to David Smeaton, No. 11 East 21st Street.

(o) **Supply and Delivery of Sign Sheeting**
during 1996, Public Works and Traffic

The Committee was in receipt of a report dated 1996 January 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to 3 M Canada Inc., London, Ontario, for the supply and delivery of sign sheeting as and when required during 1996 by the Traffic Department, being the only bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $420,000. be financed through the Traffic Signs Materials Account No. CH56154 75999.

(p) **Trial Closure of Mead Avenue**

The Committee was in receipt of a report dated 1996 January 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved that the recommendation be amended to reflect a two week extension and subsequently approved the following recommendation:

That the City Solicitor be authorized and directed to amend By-law No. 94-137 to allow for an additional two week extension to the fifteen month trial closure of Mead Avenue at a point 757 feet east of the eastern limit of Parkdale Avenue.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

Encroachment Agreements

The Committee was in receipt of a report dated 1996 January 9 from the Commissioner of Transportation and Environmental Services respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "B", attached hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "B" be set for the encroachments.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1996 January 15 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that previously were distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date
1995 December 6	Board of Education for the City of Hamilton	Appointments to the City of Standing Committees	1995 December 14
1995 December 11	Commissioner of Public Works and Traffic	Appointments to the Keep Hamilton Clean Committee	1995 December 14
1995 November/ December	Ontario Good Roads Association	Provincial Support for Municipal Roads folded into Unconditional Grant	1996 January 5
1995 December 10	Commissioner of Public Works and Traffic	1995 School Crossing Guard Awards Ceremony	1996 January 10

2. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) **1996 Proposed Road and Sidewalk Capital Improvement Programme**

The Committee was in receipt of a report dated 1996 January 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved that the recommendation be amended by adding the following as section (d); "That where noted in appendix "A", construction be undertaken by the Public Works Department".

The Committee then agreed that the following locations be noted in Appendix "A" as per sub-section (d):

Adair Avenue North and South (roads and sidewalks)
Cumberland Avenue (roads and sidewalks)
Genesse Street (sidewalks)
Marcella Crescent (sidewalks)
Tindale Court (sidewalks)

Subsequently, the Committee approved the following recommendation as amended:

(a) That the proposed 1996 Road and Sidewalk Capital Improvement Programme in the amount of $7,445,000. as outlined in Appendix "A" attached hereto, be approved; and,

(b) That the Commissioner of Public Works and Traffic and the Commissioner of Transportation/Environmental Services be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized on an interim basis to proceed with the calling of tenders for projects in the Programme up to a maximum of $5,000,000. prior to the final Capital Budget approval; and,

(d) That where noted in Appendix "A", construction be undertaken by the Public Works and Traffic Department.

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

Incorporate Certain City Land into Rexford Drive by By-law

The Committee was in receipt of a report dated 1996 January 11 from the Commissioner of Transportation and Environmental Services which was distributed at the meeting respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated to complete the final street width or to provide access to newly registered subdivision development:

Rexford Drive Part Block BX Plan M-177; and,

(b) That the by-law to carry out the incorporation of the said land into the foregoing street be approved; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

4. **OTHER BUSINESS**

Hamilton Air Quality Initiative

The Committee discussed the issue of the M.O.E.E. Hamilton Air Quality Initiative and subsequently approved the following recommendation:

> "That Alderman H. Merling and Alderman G. Copps be appointed to represent the City of Hamilton at the Ministry of the Environment and Energy "Hamilton Air Quality Initiative Study" consultation meetings."

5. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1996 January 15
/mjw

Wednesday, 1996 January 24
11:30 o'clock a.m.
Room 233, City Hall

2(AXii)

The Transport and Environment Committee met in special session.

There were

Present:	Alderman H. Merling, Chairman Mayor R. M. Morrow Alderman M. Kiss Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico
Absent:	Alderman V. J. Agro, City Business Alderman B. Morelli, Illness
Also Present:	Alderman M. Caplan Alderman B. Charters Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Commissioner of Public Works and Traffic Mr. C. Firth-Eagland, Public Works and Traffic Department Mr. K. C. Christenson, Secretary

1. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Landscape Advertising

The Committee was in receipt of a report dated 1996 January 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved that sections (a) through (d) of the recommendation be tabled and approved section (e) as follows;

That the Commissioner of Public Works and Traffic be authorized to implement a sponsorship program aimed at soliciting funding donations from private sector agencies, community groups, citizens for the planting and maintenance of floral beds and floral traffic islands.

2. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1996 January 24

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 18
File No. TEC-020-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Norway Avenue between Maplewood Avenue and Afton Avenue - Parking Regulations

RECOMMENDATION:

That the existing full-time "Permit Parking" regulation on the west side of Norway Avenue between Maplewood Avenue and Afton Avenue be revised such that it is in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

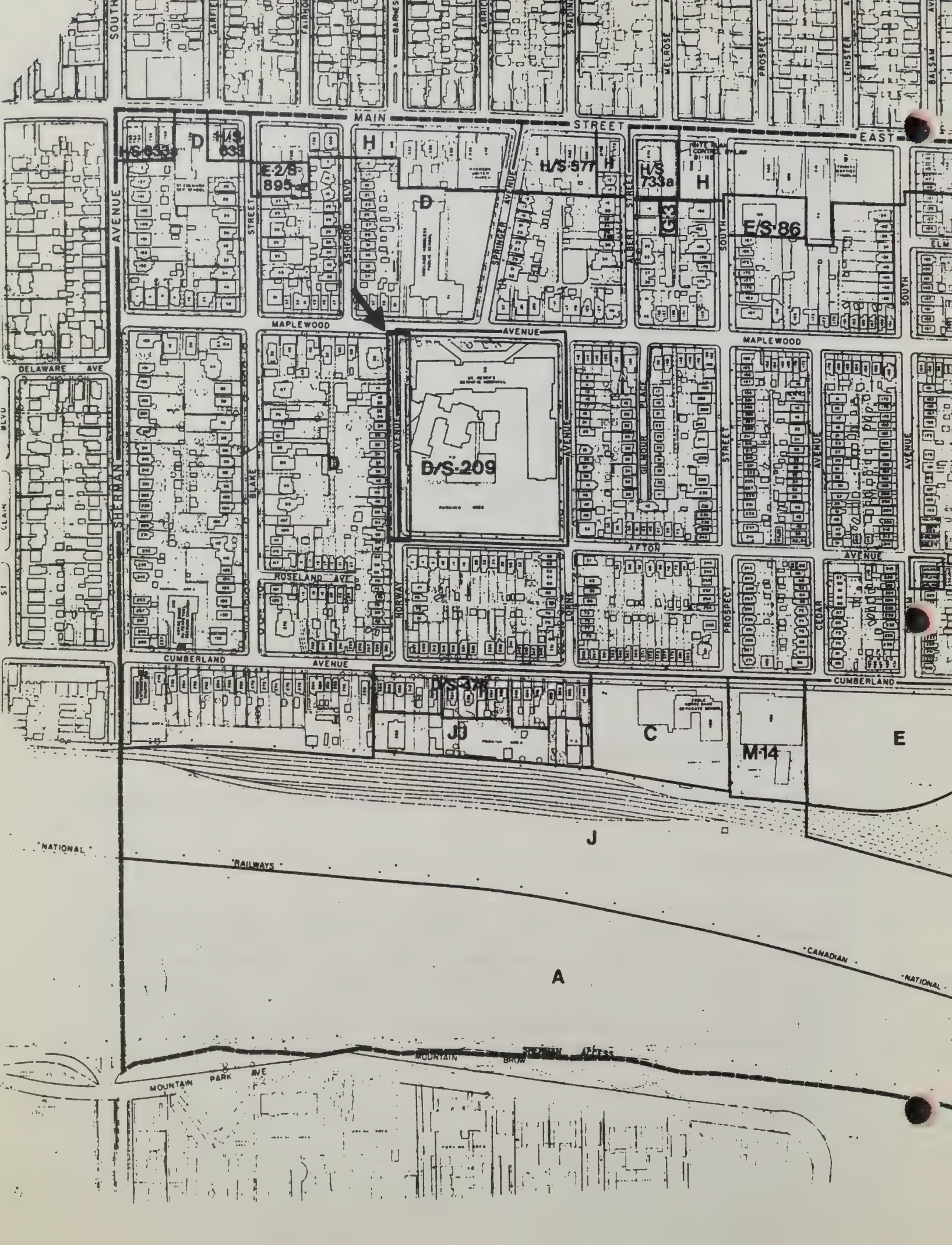
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of revising the subject signs.

BACKGROUND:

City Council at its meeting held on 1995 December 12, approved a request to implement a "Permit Parking" regulation on the west side of Norway from Maplewood to Afton. The "Permit Parking" signs were erected shortly thereafter. However, it was subsequently noted that the petition that staff received requested that the regulation be in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday. An investigation revealed that the requested hours were in fact on the petition but written on another line such that staff did not notice them. Therefore, it would be appropriate to revise the subject signs in accordance with the wishes of a majority of the residents.

SH/CVB/MBH/kg


MAIN STREET
EAST
MAPLEWOOD AVENUE
DELAWARE AVE
SHERMAN AVENUE
CUMBERLAND AVENUE
ROSELAND AVE
AFTON
D/S-209
D/S-378
H/S-577
E/S-86
M-14
J
C
E
A
NATIONAL RAILWAYS
CANADIAN NATIONAL
MOUNTAIN PARK AVE
MOUNTAIN BROW
SHERMAN ACCESS

2(BX i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 23
File No. TEC-024-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Summit Avenue - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the west side of Summit Avenue commencing at Concession Street and extending to a point 128 feet northerly therefrom be revised such that the regulation commences at Concession Street and extends to a point 154 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

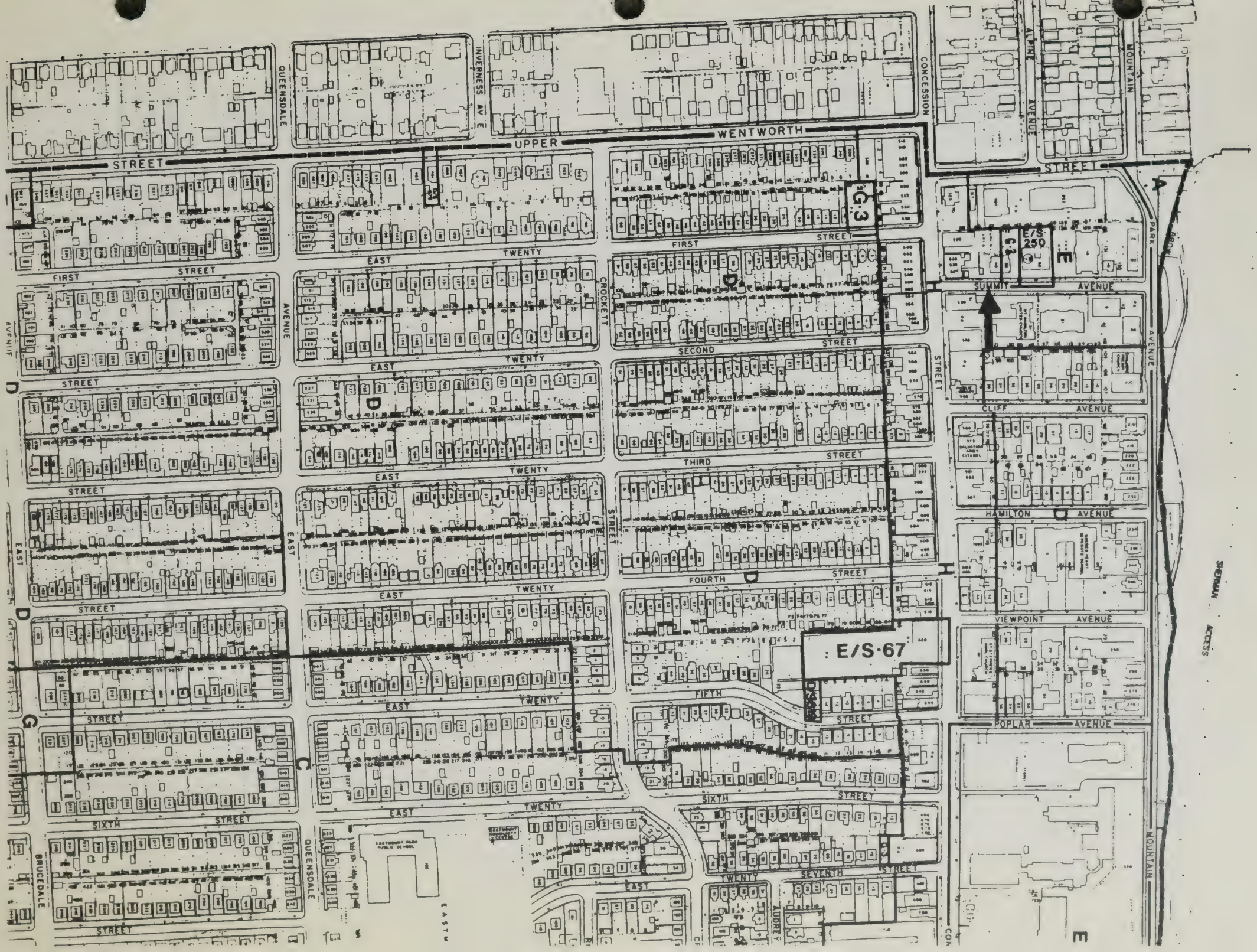
Sufficient funds are available in the 1996 budget estimates to cover the cost of relocating the subject sign.

BACKGROUND:

Staff has recently been advised of concerns by Ms. Linda Belatrano, proprietor of Classique Hair Salon, 40 Summit Avenue, that the existing "No Parking" sign on the west side Summit Avenue in front of the salon's parking lot is continually being damaged by vehicles using the parking lot.

Summit has a 25-foot pavement width, and presently on the west side there is a "No Parking" corner clearance from Concession to a point 128 feet northerly, and unrestricted parking for the remaining northerly section of the street. There is a "No Parking" regulation in conjunction with a "No Stopping" corner clearance on the east side of the street in this area. An investigation has revealed that the location of the sign is in fact causing a maintenance problem and that the sign could be relocated to the north side of the driveway entrance to the parking lot. There would be no loss of on-street parking associated with the relocation of this sign due to the presence of the driveway approach ramp. Therefore, staff concurs with this request.

SH/CVB/MBH/smg


UPPER WENTWORTH STREET
QUEENSDALE
INVERNESS AV E
CONCESSION
ALPINE AVENUE
MOUNTAIN
PARK AVENUE
BROW
SHERMAN ACCESS
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
TWENTY SEVENTH STREET
EAST TWENTY STREET
EAST STREET
CROCKETT
AVENUE
SUMMIT AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
BRUCEDALE
E/S 250
E/S-67
G-3
D
E
G
C
H

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 26
File No. TEC-028-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Annapolis Way between Acadia Drive and Beaverton Drive
- Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Annapolis Way between Acadia Drive and Beaverton Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

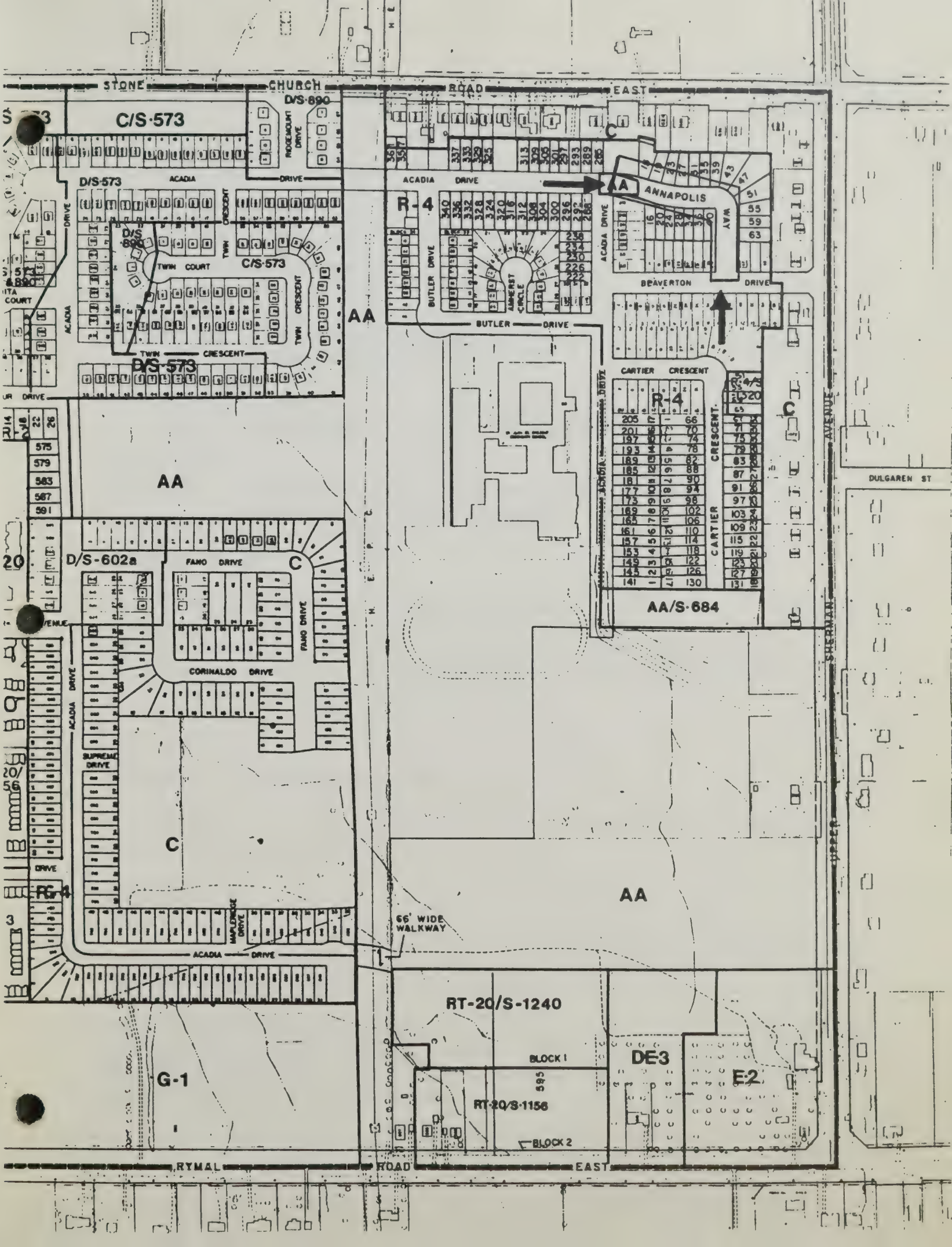
BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 18 residential properties abutting Annapolis between Acadia and Beaverton, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All of the residents who signed the petition are in favour of the requested regulation.

Annapolis has a 26 foot pavement width, and presently, parking is unrestricted on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of St. Jean de Brebeuf Secondary School. The

implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles(s) from the signed time limit regulation. Therefore, since 94 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/kg


STONE CHURCH ROAD EAST
C/S-573
D/S-890
D/S-573
ACADIA DRIVE
ROSEMOUNT DRIVE
TWIN CRESCENT
TWIN COURT
C/S-573
D/S-573
R-4
AA
BUTLER DRIVE
ANNAPOLIS WAY
BEAVERTON DRIVE
CARTIER CRESCENT
CARTIER AVENUE
AA/S-684
D/S-602a
FANO DRIVE
CORINALDO DRIVE
SUPREME DRIVE
MAPLERIDGE DRIVE
66' WIDE WALKWAY
RT-20/S-1240
BLOCK 1
BLOCK 2
RT-20/S-1156
DE-3
E-2
G-1
SHERIDAN AVENUE
DULGAREN ST
RYMAL ROAD EAST

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 18
File No. TEC-019-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East side of Champlain Avenue between Catalina Drive and Greenford Drive - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the east side of Champlain Avenue which commences at Catalina Drive and extends northerly to Greenford Drive be revised to allow unrestricted parking on the east side of Champlain Avenue commencing 96 feet north of the extended south curb line of Catalina Drive and extending 95 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

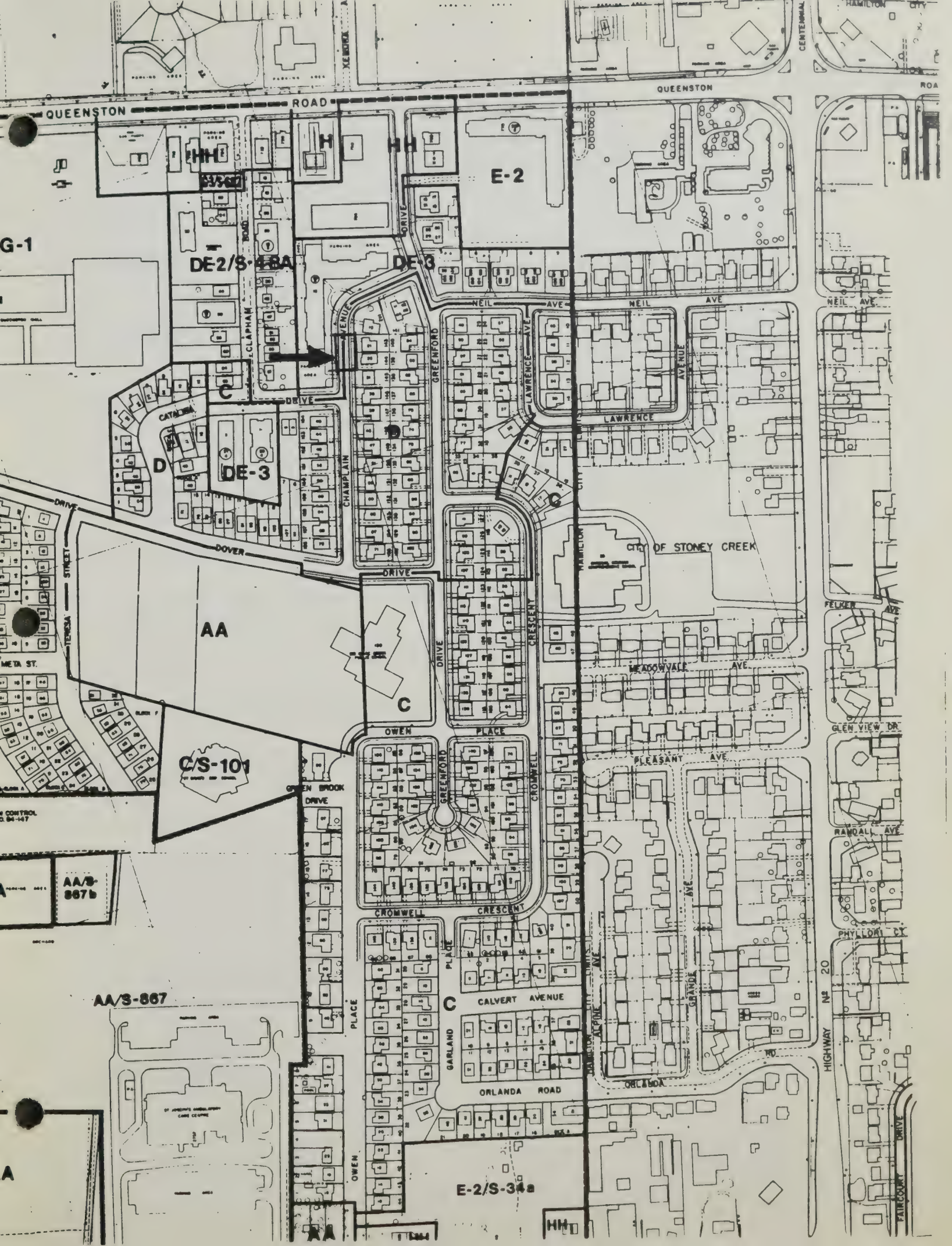
Alderman Chad Collins has advised of concerns from Mrs. Rita Perri, 21 Champlain Avenue, regarding a lack of available on-street parking in the vicinity of her home. Mrs. Perri has requested that parking be permitted in front of her home.

Champlain has a 30 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street from Catalina to Greenford. This regulation was implemented in 1977 upon request by all of the abutting residents at that time. There is an existing "Alternate Side Parking" regulation in the block to the south.

Staff has contacted the three residents whose property abuts this section of Champlain and have been advised that Ms. Rita Perri, 21 Champlain Avenue and Mr. J. Yeric, 25 Champlain Avenue, support the removal of the "No Parking" regulation in front of their homes. Mr. R. Vujasin, 31 Champlain Avenue opposes changing the existing regulations in front of his home. Therefore, it would be appropriate to allow parking in front of Nos. 21 and 25 Champlain Avenue only. The removal of the "No Parking" regulation in front of these two homes will restore three on-street parking spaces to the east side of Champlain and will not interfere with traffic movement on Champlain.

Therefore, since the two abutting residents are in favour of the requested change, staff concurs with the request.

SH/CVB/MBH/kg


QUEENSTON ROAD
QUEENSTON
HH
H
E-2
DE-2/S-45A
DE-3
G-1
C
D
DE-3
CATALINA
CLAPHAM ROAD
CHAMPLAIN AVENUE
GREENFORD DRIVE
NEIL AVE
LAWRENCE AVE
LAWRENCE
AVENUE
CITY OF STONEY CREEK
DOVER DRIVE
TERESA STREET
AA
C
OWEN PLACE
CRESCENT
C/S-101
GLEN BROOK DRIVE
MEADOWVALE AVE
PLEASANT AVE
FELKER AVE
GLEN VIEW DR
RAMOALL AVE
PHYLLONI CT
AA/S-867b
AA/S-867
CROMWELL CRESCENT
CALVERT AVENUE
ORLANDA ROAD
GARLAND PLACE
ALPINE AVE
GRANDE AVE
OKLAHOMA RD
HIGHWAY No 20
E-2/S-34a
HH
AA
PATRICIA DRIVE

2(BXii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 16
File No. TEC-15-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Dalewood Avenue and Gary Avenue - Intersection Control

RECOMMENDATION:

That the City Traffic By-law 89-72 be amended to allow for the existing westbound stop sign on Gary Avenue at Dalewood Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of maintaining the required signs.

BACKGROUND:

During the reconstruction of the roads and sidewalks of Dalewood and Gary a westbound stop sign was inadvertently erected on Gary at Dalewood. The subject intersection is a skewed "T" type intersection, and prior to the reconstruction, there were no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff recommends that the existing westbound stop remains at this location.

SH/CVB/MBH/kg


TRAYMORE
MAIN
WESTWOOD AVENUE
BAXTER STREET
TH&B RAILWAY
CHEDOKE
ROYAL AVENUE
DELBROOK COURT
WILMONT COURT
WINSTON PLACE
HADDON AVENUE SOUTH
DE·3
S·961
C/S-74
C/S-815
H/S-74
DE
H
C
A
J
M.E.P.C.

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 16
File No. TEC-013-96 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Glow Avenue and Knox Avenue - Intersection Control

RECOMMENDATION:

That eastbound and westbound stop control be implemented at the intersection of Glow Avenue and Knox Avenue such that the intersection will be controlled by a four-way stop and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 departmental operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

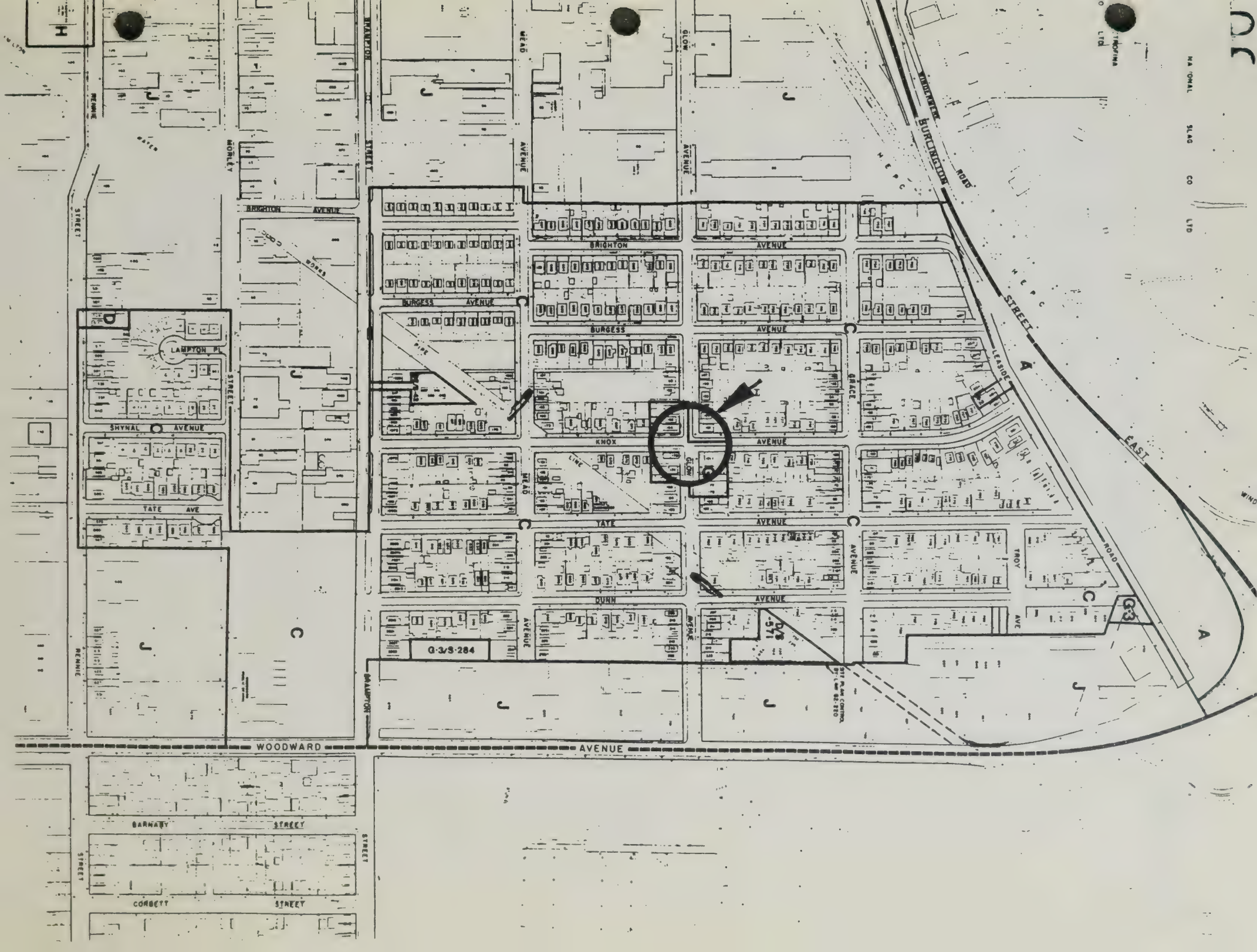
Alderman Dave Wilson has advised of concerns by area residents regarding the speed and amount of truck traffic using Glow between Parkdale and Woodward. It has been suggested that an additional east/west stop is needed on this section of roadway and the intersection of Glow and Knox has been suggested as an appropriate location for this additional stop.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Knox is required to stop for eastbound and westbound traffic on Glow. Staff has reviewed the pattern of stop control in this area and has concluded that switching the existing direction of stop control at this intersection would be beneficial to the pattern of stop control on both Glow and on Knox since one additional east/west stop would be provided on Glow and there would be one less stop on Knox which presently stops at every block between Brampton and Leaside.

After discussing this matter with Alderman Wilson, he has asked that four-way stop control be implemented at this intersection rather than switching the direction of stop control. Area residents are also very concerned about traffic conditions on Knox due to a pedestrian collision involving a child in 1995 on Knox, north of Glow. Past experience leads staff to believe that the area residents would merely petition for a four-way stop since switching the direction of stop control in established neighbourhoods has rarely, if ever, been successful in the past and the result is usually the implementation of a four-way stop at a later date.

While staff is of the opinion that the most appropriate measure would be to switch the direction of stop control at this intersection, since traffic on Knox has stopped at every intersection for many years, there are no objections to implementing four-way stop control at this intersection.

MBH/kg


BRIGHTON AVENUE
BURGESS AVENUE
KNOX AVENUE
YATE AVENUE
DUNN AVENUE
SHYNAL AVENUE
TATE AVE
LAMPTON PL
WOODWARD AVENUE
BARNABY STREET
CORBETT STREET
BURLINGTON ROAD
EAST A STREET
LEASIDE ROAD
G-3/S-284
G-3

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 23
File No. TEC-025-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Wildewood Avenue adjacent to St. Margaret Mary School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Wildewood Avenue be extended 36 feet westerly such that it commences 65 feet east of Brentwood Drive and extends 201 feet easterly and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

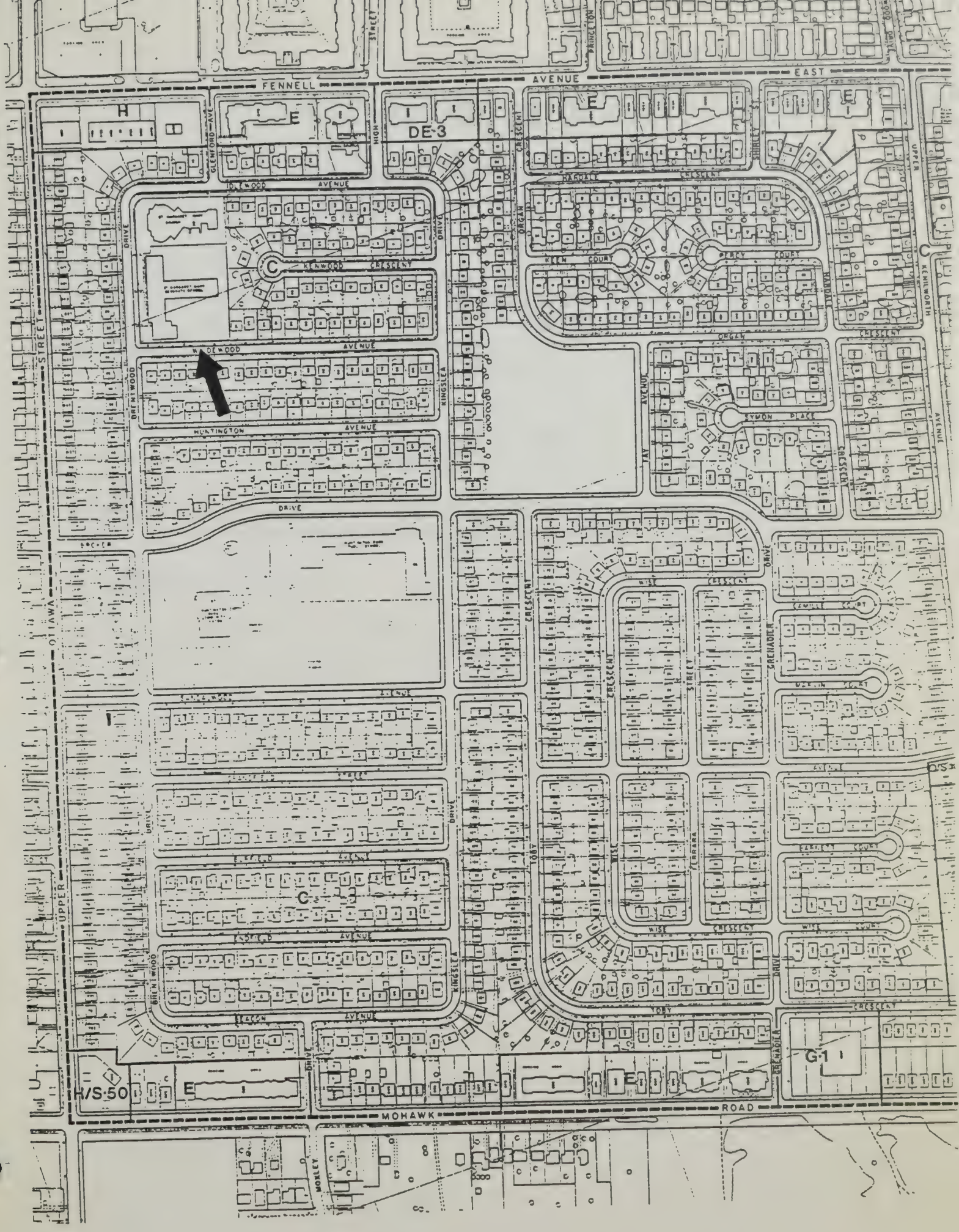
BACKGROUND:

The Hamilton-Wentworth Roman Catholic Separate School Board has requested that the existing School Bus Loading Zone located on the north side of Wildewood Avenue adjacent to St. Margaret Mary School be extended to accommodate an additional school bus.

In 1992 City Council approved the existing School Bus Loading Zone to accommodate three buses. Staff has contacted Mr. G. Gamza, the Vice-Principal of the school respecting this matter. The school has had an additional bus servicing the school since the request was made in 1992. The Vice-Principal has suggested that the existing School Bus Loading Zone be extended to accommodate this additional bus.

There is presently a "No Stopping Anytime" regulation on the north side of Wildewood Avenue in this area, thus there will be no impact on the neighbouring residential properties. Therefore, in order to allow sufficient curbside space for the four buses staff concurs with the request.

ERA/MH/kg


FENNELL AVENUE EAST
DE-3
H
E
C
I
C
G-1
R/S-50
MOHAWK ROAD
OTTAWA STREET
UPPER
IDLEWOOD AVENUE
KENWOOD CRESCENT
HUNTINGTON AVENUE
BIRCHWOOD DRIVE
KINGSLEA CRESCENT
TOBY CRESCENT
GRENADIER CRESCENT
ORGAN CRESCENT
KEEN COURT
PERRY COURT
TAY AVENUE
SYMON PLACE
KENILWORTH AVENUE
MORLEY

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 24
File No. TEC-027-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 57 MacAuley Street West - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of MacAuley Street West commencing at a point 269 feet west of MacNab Street North and extending to a point 16 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Paula Fernandes, 57 MacAuley Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Paula Fernandes, 57 MacAuley Street West, that a reserved "Permit Parking" regulation be implemented on the south side of the street in front of her home since she is disabled.

MacAuley has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Fernandes possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


HARBOUR HEADLINE
F-1
F-1/S-838
F-1
F-1
F-1
L-f-1
A
A
K
J
J
D
D
E
D
D
DE-3
C
DE/S-65
H/S 818
555
GUISE ST
NORTH
STREET
LEANDER DRIVE
BURLINGTON STREET
MACAULEY STREET
PICTON STREET
FERRIE STREET
STRACHAN STREET
JAMES STREET NORTH
JAMES STREET WEST
MACNAB
HUNTER
NICHOL
BAY
WOOD
D/S-1176

2(8)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 18
File No. TEC-022-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT:

School Bus Loading Zone on Dover Drive adjacent to Sir Isaac Brock School

RECOMMENDATION:

a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Dover Drive commencing at a point 94 feet west of Greenford Drive and extending 40 feet westerly therefrom be revised such that the regulation commences 54 feet west of Greenford Drive and extends 122 feet westerly; and

b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Owen Place commencing at a point 75 feet west of Greenford Drive and extending 117 feet westerly be removed; and

c) That the City Traffic Bylaw 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Chad Collins, in consultation with the principal of Sir Isaac Brock School, has requested that the existing location of the School Bus Loading Zones servicing the school be revised to improve safety and traffic flow in the vicinity of Sir Isaac Brock School.

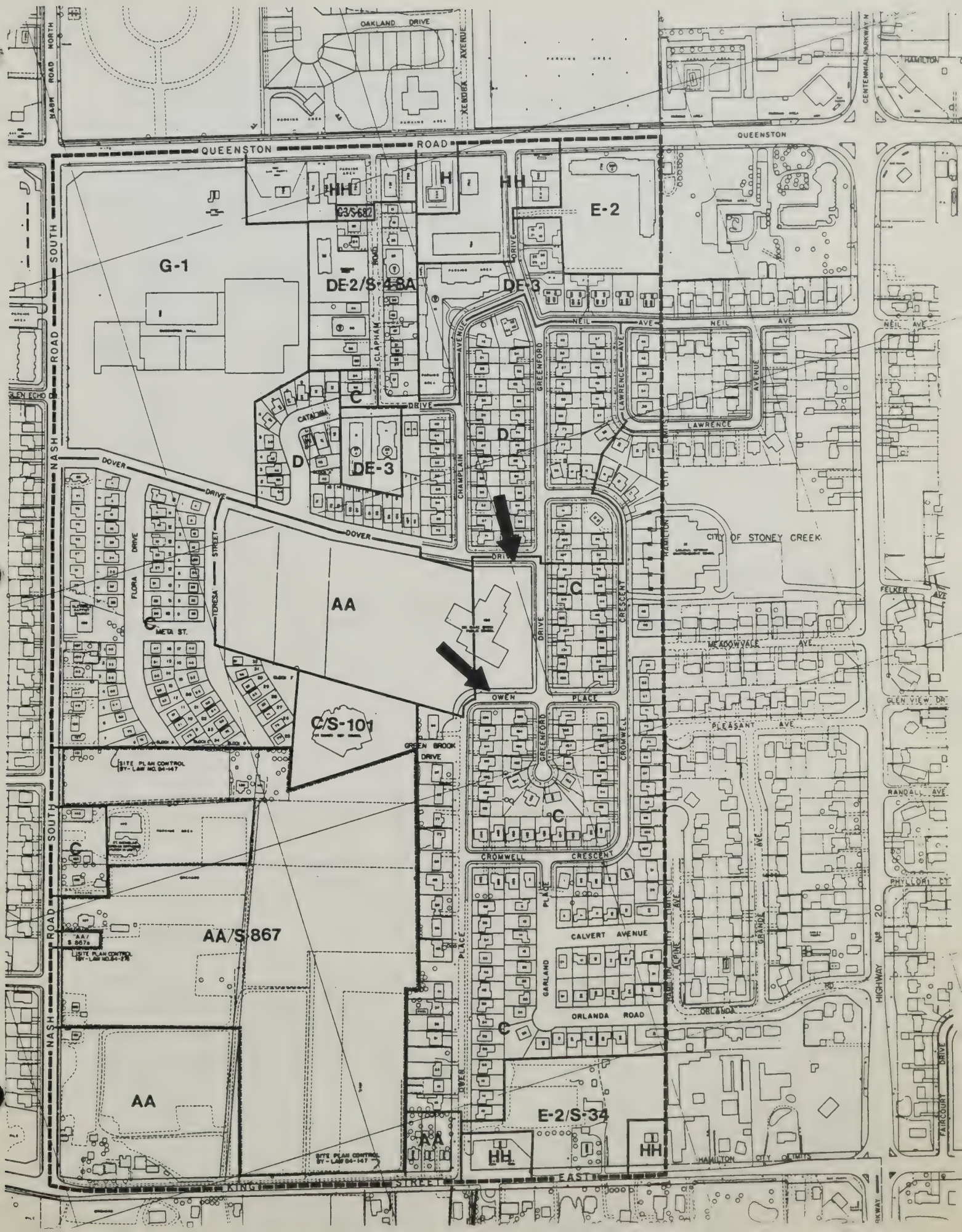
Concerns have been expressed relating to the current location of the School Bus Loading Zone on Owen Place which is in close proximity to a 90 degree turn in the roadway. Motorists are having difficulty negotiating the curve in the road and at the same time avoiding the buses stopped to pick-up/drop-off students.

In order to eliminate these potential conflicts with buses it has been suggested that the buses load and unload on Dover. There is currently a School Bus Loading Zone on Dover but is sufficient for one bus only. The proposed regulation, as discussed with the principal, will accommodate the three buses currently servicing the school.

There is presently a "No Parking Anytime" regulation on the south side of Dover in this area, thus there will be no impact on the neighbouring residential properties. Typically, much of the curbside activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Dover Drive, staff concurs with the request.

With the additional School Bus Loading Zone provided on Dover Drive, the existing School Bus Loading Zone on Owen Place can be removed, thus addressing the concerns of Alderman Collins and the principal of the school and improving traffic conditions at the curve in the road.

TA/MBH/smg


QUEENSTON ROAD
NASH ROAD SOUTH
OAKLAND DRIVE
XENIA AVENUE
MARK ROAD NORTH
CENTENNIAL PARKWAY N
HAMILTON
QUEENSTON
HH
H
HH
E-2
G-1
DE-2/S-48A
DE-3
NEIL AVE
LAWRENCE AVENUE
CLAPHAM ROAD
CATALINA DRIVE
CHAMPLAIN AVENUE
GREENFORD DRIVE
LAWRENCE AVE
C
D
D
DE-3
DOVER DRIVE
FLORA DRIVE
TERESA STREET
META ST.
AA
CITY OF STONEY CREEK
HAMILTON CITY
OWEN PLACE DRIVE
CRESCENT
C/S-101
SITE PLAN CONTROL BY-LAW NO. 84-147
GREEN BROOK DRIVE
CROMWELL PLACE
CROMWELL CRESCENT
MEADOWVALE AVE.
FELKER AVE
GLEN VIEW DR
PLEASANT AVE
RANDALL AVE
PHYLLIS CT
AA/S-867
AA/S-867a
SITE PLAN CONTROL BY-LAW NO. 84-147
CALVERT AVENUE
GARLAND PLACE
ORLANDA ROAD
MAIN ST. EAST
GRANDE AVE
HIGHWAY No. 20
FAIRCOURT DRIVE
AA
AA
E-2/S-34
HH
HH
SITE PLAN CONTROL BY-LAW 84-147
KING STREET EAST
HAMILTON CITY LIMITS

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 23
File No. TEC-023-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of East 26th Street, North of Queensdale Avenue
- Taxi Stand

RECOMMENDATION:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 26th Street commencing at a point 207 feet north of Queensdale Avenue and extending 80 feet northerly and the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

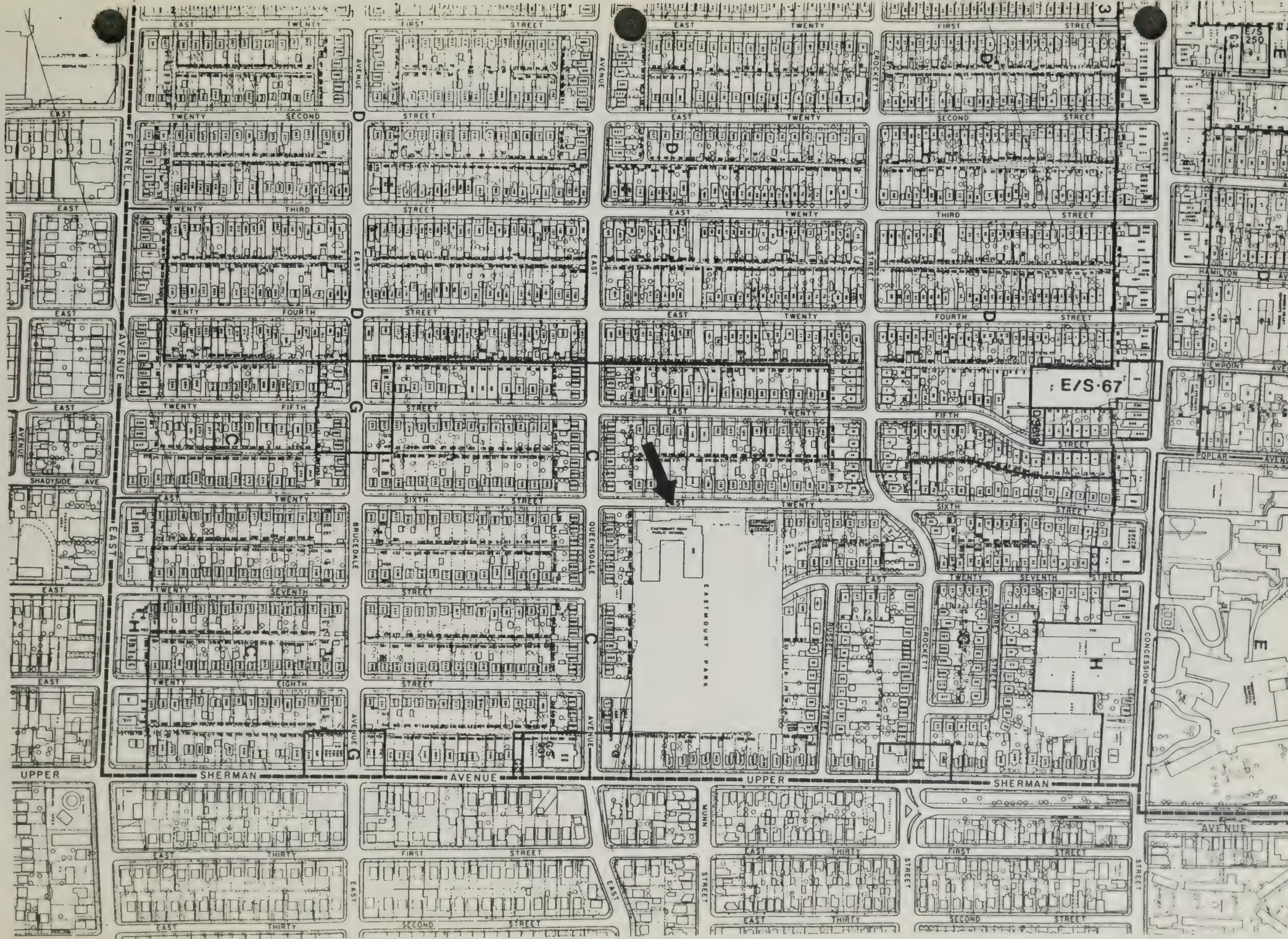
Sufficient funds have been provided in the 1996 Departmental operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Eastmount School has requested that a Taxi Stand be implemented adjacent to the school on the east side of East 26th Street, north of Queensdale Avenue to accommodate four taxi's. Presently, parking is prohibited on the east side (school side) of East 26th Street. The west side of East 26th is currently signed as "One Hour Parking, 8:00 a.m. - 6:00 p.m., Monday to Friday" only.

Loading and unloading by all vehicles is presently permitted in the restricted area. However, taxi's transporting "special need" students are frequently forced to stop long distances from the entry doors of the school. Therefore, in order to reserve an area for the taxi's to stop while picking up and dropping off "special need" students at the entrance to Eastmount School, staff concurs with the request for a Taxi Stand.

TA/MBH/smg


E/S·67
EAST TWENTY FIRST STREET
EAST TWENTY SECOND STREET
EAST TWENTY THIRD STREET
EAST TWENTY FOURTH STREET
EAST TWENTY FIFTH STREET
EAST TWENTY SIXTH STREET
EAST TWENTY SEVENTH STREET
EAST TWENTY EIGHTH STREET
EAST THIRTY FIRST STREET
EAST THIRTY SECOND STREET
FENNELL AVENUE
SHADYSIDE AVE
BRUCEDALE AVENUE
QUEENSDALE AVENUE
EASTMOUNT PARK
EASTMOUNT PARK PUBLIC SCHOOL
CROCKETT STREET
RUSSELL STREET
MUNN STREET
CONCESSION STREET
HAMILTON AVENUE
POPLAR AVENUE
UPPER SHERMAN AVENUE
UPPER SHERMAN AVENUE

2(B)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 19
File No. TEC-021-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 118 Stirton Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Stirton Street commencing at a point 36 feet north of Cannon Street East and extending to a point 18 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Celine Martin, No. 118 Stirton Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

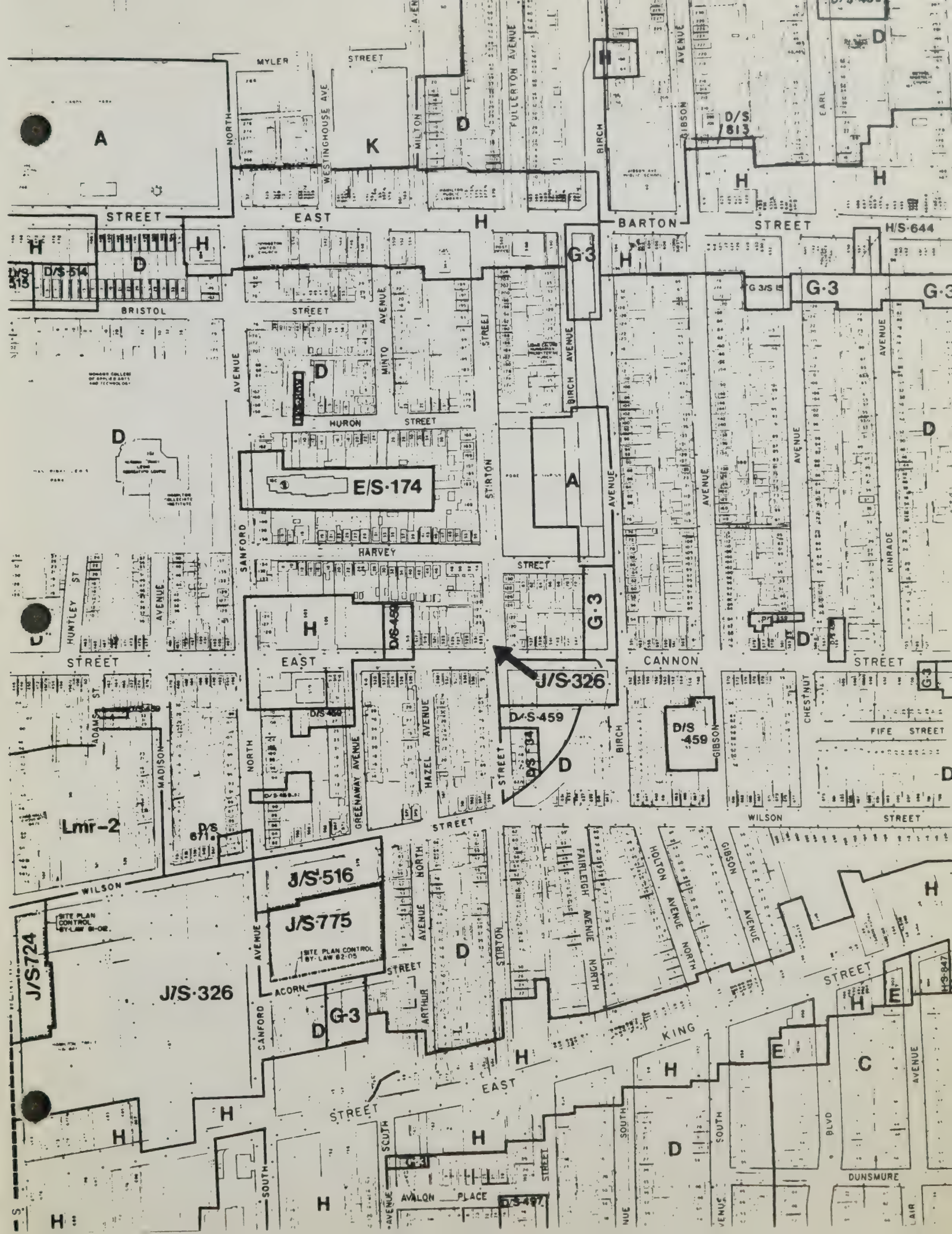
BACKGROUND:

Staff has received a request from Ms. Celine Martin, 118 Stirton Street, that a reserved "Permit Parking" regulation be implemented on the west side of the street across from her home since she is disabled.

Stirton has a 25 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area. Staff has been advised by Mr. Pasqua Volpe, 533 Cannon Street East, whose property abuts this section of Stirton that he supports the implementation of the requested regulation adjacent to his home for use by Ms. Martin.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Martin possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


MYLER STREET
WESTINGHOUSE AVE
NORTH
MILTON
FULLERTON AVENUE
BIRCH
GIBSON AVENUE
EARL
D/S 813
EAST STREET
BARTON STREET
H/S-644
BRISTOL STREET
D/S-514
G-3
G 3/S 15
HURON STREET
MINTO AVENUE
STREET J
BIRCH AVENUE
E/S-174
STIRTON AVENUE
KINRADE AVENUE
HARVEY STREET
SANFORD AVENUE
HUNTLEY ST
D/S-459
J/S-326
CANNON STREET
CHESTNUT
FIFE STREET
ADAMS ST
MADISON AVENUE
NORTH
GREENAWAY AVENUE
HAZEL AVENUE
Lmr-2
D/S 671
WILSON STREET
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-05
SITE PLAN CONTROL BY-LAW 81-02
J/S-724
J/S-326
ACORN STREET
ARTHUR
FAIRLEIGH AVENUE NORTH
HOLTON AVENUE NORTH
GIBSON AVENUE
KING STREET EAST
SOUTH
AVALON PLACE
D/S-497
DUNSMURE BLVD
H3-847

2(B)(iii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 18
File No. TEC-018-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper Sherman Bus Route - Bus Stop Removals

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed:

Route #24 Upper Sherman

Delete - Westbound - Beaverton Drive, north side 100 feet west of the centre line of Upper Sherman Avenue (F/S); and

Delete - Eastbound - Acadia Drive, south side, 95 feet west of the centre line of Upper Sherman Avenue (N/S)

b) That the City Traffic By-lay 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

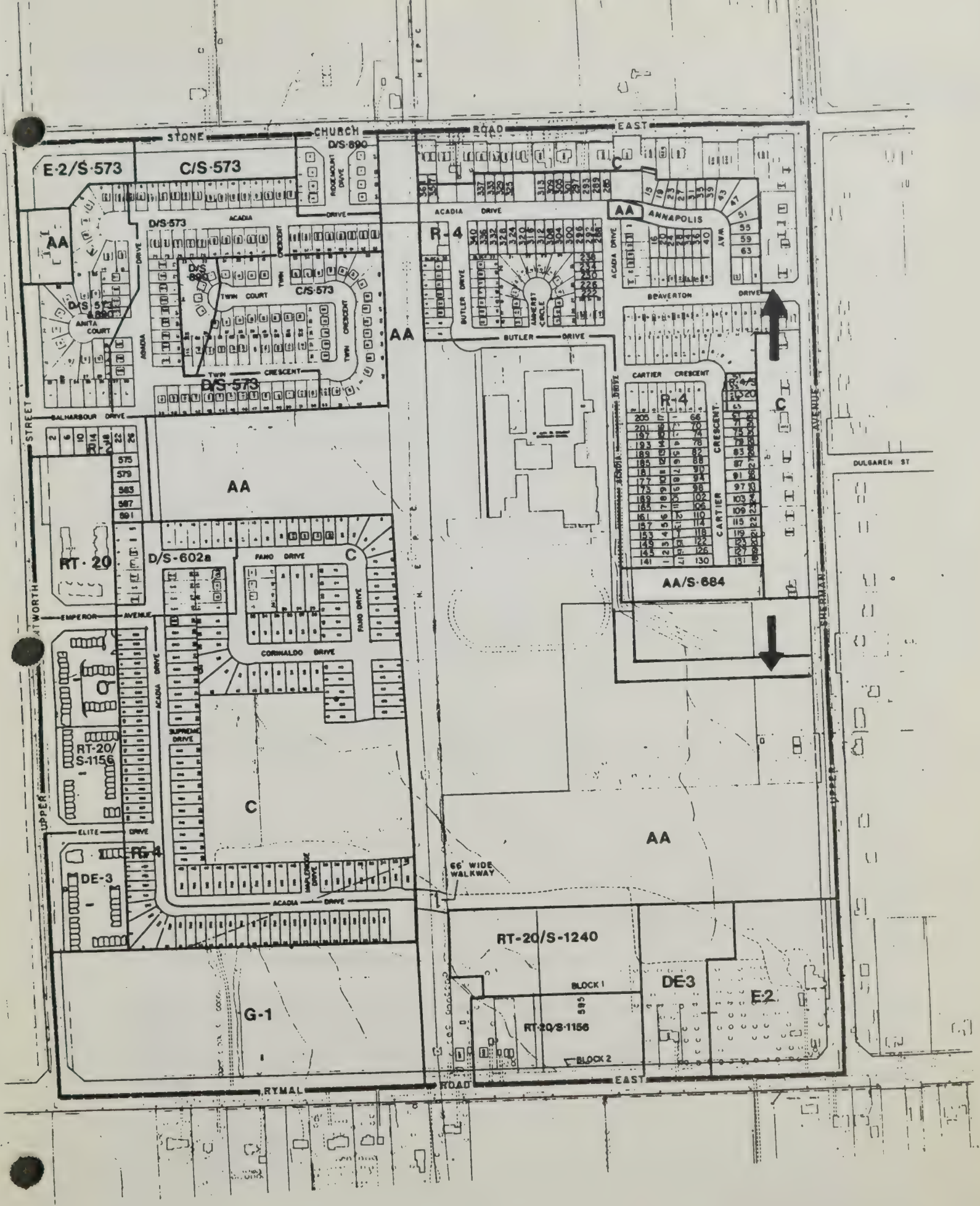
Sufficient funds have been made available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required parking regulation signs, and removing the Bus Stop signs.

BACKGROUND:

The Hamilton Street Railway has requested permission to remove the bus stop on the north side of Beaverton west of Upper Sherman and the bus stop on the south side of Acadia west of Upper Sherman in conjunction with the realignment of Route 24 UPPER SHERMAN. Two new stops will be installed on Upper Sherman Avenue in order to maintain an acceptable level of service to area residents. Staff has investigated this request and finds it satisfactory from a traffic perspective.

The removal of the bus stop on Beaverton would restore two on-street parking spaces which would be controlled by the existing "One Hour Parking Time Limit, 9:00 a.m. - 5:00 p.m., Monday to Friday" regulation. The removal of the bus stop on Acadia would have no effect on on-street parking since this area is presently signed with a "No Parking" regulation. The recommendation for the bus stops on Upper Sherman will be forwarded to the next Regional Transportation Services Committee meeting.

SH/CVB/MH/smg


STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
ROSEMONT DRIVE
D/S-573
ACADIA DRIVE
CRESCENT
TWIN COURT
TWIN CRESCENT
ANITA COURT
BALHARBOUR DRIVE
AA
R-4
ACADIA DRIVE
ANNAPOLIS AVE
BEAVERTON DRIVE
BUTLER DRIVE
BUTLER CRESCENT
CARTIER CRESCENT
CARTIER DRIVE
AA/S-684
DULGAREN ST
RT-20
D/S-602a
FANO DRIVE
CORNALDO DRIVE
EMPEROR AVENUE
RT-20/S-1156
SUPREME DRIVE
ELITE DRIVE
FG-4
DE-3
66' WIDE WALKWAY
RT-20/S-1240
BLOCK 1
BLOCK 2
DE3
E2
G-1
RYMAL ROAD EAST
STREET
AVENUE

2(B)(iii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 17
File No. TEC-14-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Stuart Street between Bay Street North and Queen Street North - Removal from Through Street System

RECOMMENDATION:

That Stuart Street between Bay Street North and Queen Street North be removed from the "Through Street" system, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

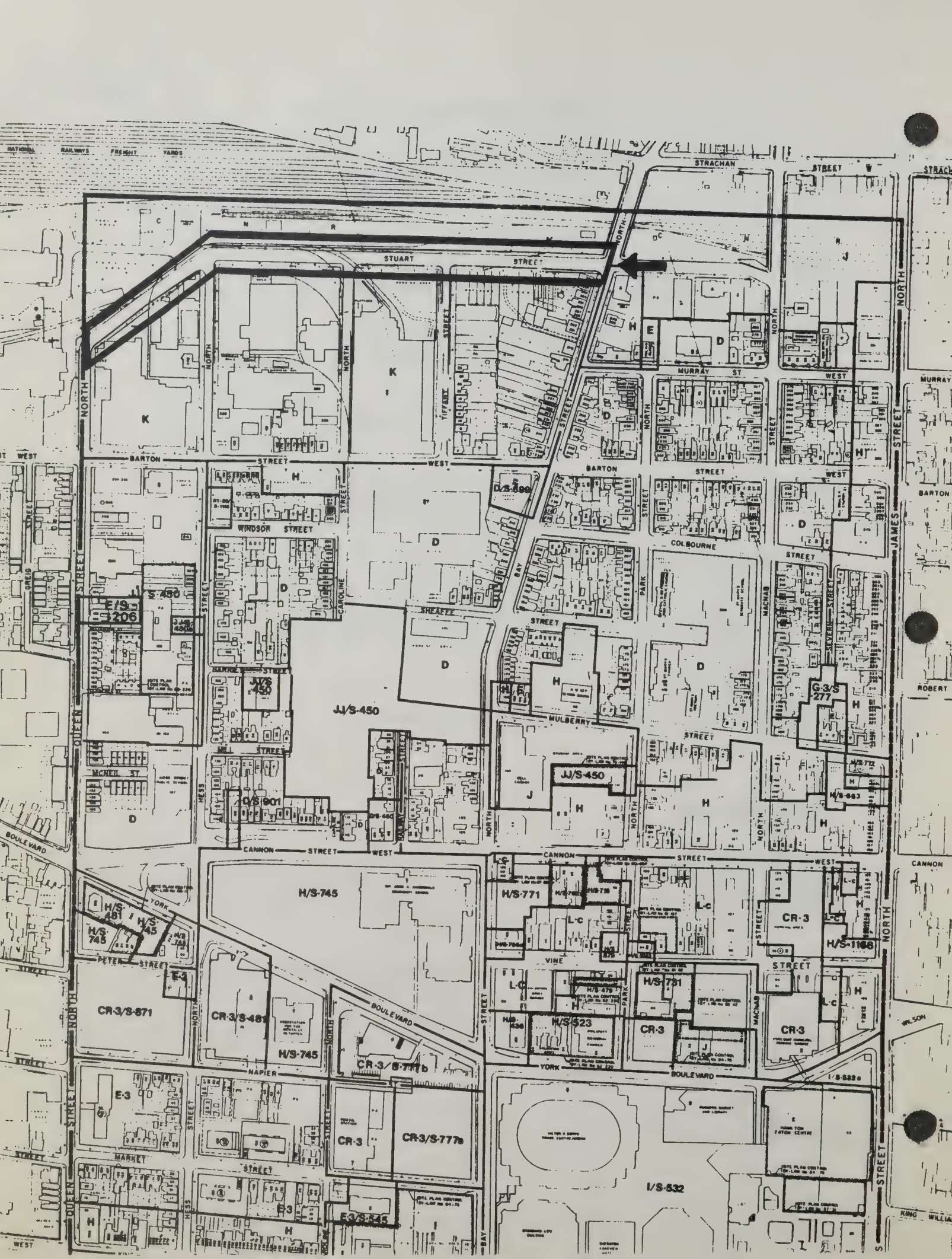
N/A

BACKGROUND:

Staff has received a request from Mr. Anthony Picone, 103 Stuart Street that Stuart be removed from the "through street" system. For many years, Stuart has been designated as a through street between Bay and Queen such that parking is prohibited between the hours of 2:00 a.m. and 7:00 a.m. each day to allow for street maintenance operations.

There is no record of why Stuart Street was designated as a through street many years ago. Staff from the Streets and Sanitation Division have advised that their operations no longer require that Stuart be designated as a through street. Therefore, staff concurs with the request and recommends that Stuart between Bay and Queen be removed from the "through street" system to allow overnight parking.

SH/CVB/smg


STRACHAN STREET
STUART STREET
MURRAY ST
BARTON STREET WEST
WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
MCNEIL ST
CANNON STREET WEST
VINE STREET
YORK BOULEVARD
NAPIER STREET
MARKET STREET
QUEEN STREET NORTH
JAMES STREET NORTH
BAY STREET
PARK
MACNAB
SEVERN STREET
GREIG STREET
CAROLINE STREET
HESS STREET
WILSON
ROBERT
F/S-3206
S-450
JJ/S-450
O/S-901
G-3/S-277
H/S-745
H/S-481
H/S-771
H/S-731
H/S-523
H/S-1168
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
E-3
E-3/S-545
I/S-532
L-C
CR-3
D
H
K

2(B)(iii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 16
File No. TEC-16-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 331 Fairfield Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue North commencing at a point 243 feet south of Vansitmart Avenue and extending to a point 21 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Marion Papps, No. 331 Fairfield Avenue North.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

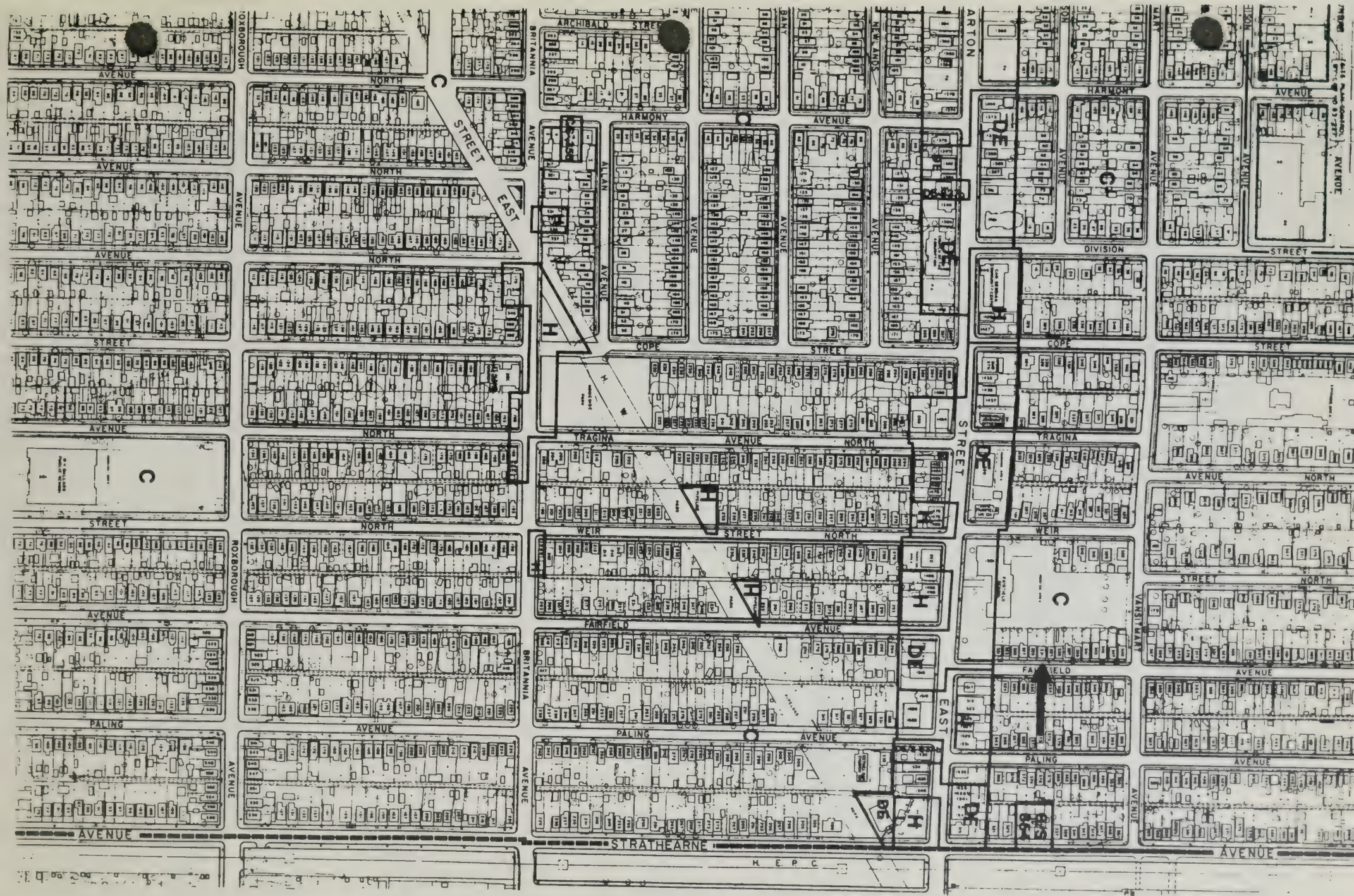
BACKGROUND:

Staff has received a request from Ms. Marion Papps that a reserved "Permit Parking" space be designated on the west side of Fairfield Avenue North in front of her home since she is disabled.

Fairfield has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Papps possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


ROXBOROUGH AVENUE
BRITANNIA AVENUE
ARCHIBALD STREET
HARMONY AVENUE
ALLAN AVENUE
NEWLANDS AVENUE
DIVISION STREET
COPE STREET
TRAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
H.E.P.C.
C STREET EAST
ARTON STREET
VANSITMART AVENUE

2(B)(iii)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 16
File No. TEC-017-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 129 Picton Street East - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Picton Street East commencing at a point 115 feet east of Mary Street and extending to a point 25 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Patricia Barr, 129 Picton Street East.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Patricia Barr, 129 Picton Street East, that a reserved "Permit Parking" space be designated on the north side of Picton Street East in front of her home since she is disabled.

Picton has a 29 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Barr possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


DOCK SERVICE ROAD
E/S 28
D
J
K
BROCK STREET
BURLINGTON STREET
EAST
WOOD
MACAULEY
PICTON ST.
FERRIE
SIMCOE
STRACHAN
WELLINGTON STREET NORTH
AT FREIGHT YARDS

2(B)(iii)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 25
File No. TEC-029-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Towing of Vehicles Parked in Contravention of Municipal By-laws

RECOMMENDATION:

a) That approval be given for the use of a single towing agency for vehicles towed through the Public Works and Traffic Department; and,

b) That Lockwood Motors Limited be selected as the towing agency to provide the towing and storage service; and,

c) That approval be given to transfer the function of "Priority By-law" towing from the Hamilton-Wentworth Regional Police Department to the Public Works and Traffic Department, effective 1996 February 15.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The use of a single towing agency will significantly improve the Department's operating efficiency and result in improved customer service. There will be additional revenue accrued to the City, in the order of $15,000.00 annually, without the requirement of additional equipment or manpower.

BACKGROUND:

On 1995 November 6, the Transport and Environment Committee approved "in principle" the use of a single towing agency for vehicles towed through the Public Works and Traffic Department, and the transfer of Priority By-law towing from the Hamilton-Wentworth Regional Police Department to the Public Works and Traffic Department.

Presently, 16 different companies are used to tow and store abandoned vehicles towed by the City. The use of a single company would appreciably improve operating efficiency and reduce the associated administrative functions. Further, some of the costs incurred by the Department would be recovered.

The Purchasing Division distributed a Request for Quotation and area towing agencies were invited to submit bids describing a "per vehicle" processing fee payable to the City. As of the closing of submission acceptance on 1996 January 19, five Bids had been received, as follows:

TOWING AGENCY	PROCESSING FEE OFFERED
Lockwood Motors Limited	$66.00 per vehicle
Ontario Auto Collision Limited	$51.00 per vehicle
Direct Towing Limited	$48.00 per vehicle
Barton / 20 Towing and Recovery Limited	$27.00 per vehicle
Hillyard Towing Service	$20.00 per vehicle

It should be noted that Lockwood Motors Limited meets, is able to meet, or exceeds all of the performance specifications required by the Request for Quotation.

In anticipation of the efficiencies which would be realized by the utilization of a single towing agency, it was recommended that the Public Works and Traffic Department assume the responsibility for Priority By-law towing, subject to the approval of the Regional Municipality of Hamilton-Wentworth Police Services Board. The approval of the Board was obtained on 1995 December 29, and Staff anticipates that the transfer of duties, subject to the approval of the Committee and City Council, will be finalized by 1996 February 15.

PB/MH/pb

2(B)(iii)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 22
File No. TEC-026-96 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Sign Blanks

RECOMMENDATION:

a) That a purchase order be issued to Guild Electric Limited, Scarborough, Ontario, for the supply and delivery of sign blanks as and when required during 1996 by the Traffic Division, being the lowest of four bids on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $65,000. be financed through the Traffic Signs Materials Account No. CH-56152-75999, and;

b) That a purchase order be issued to Canadian Roadway Products, North York, Ontario, for the supply and delivery of sign blanks as and when required during 1996 by the Traffic Division, being the lowest of four bids received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $50,000. be financed through the Traffic Signs Materials Account No. CH-56152-75999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to purchase the materials as recommended have been budgeted for in 1996. The estimated expenditure during 1996 is $50,000. with Canadian Roadways and $65,000. with Guild Electric. Attached is a copy of the form of tender from each supplier, with items for which they are low bidder highlighted.

BACKGROUND:

The tender for the supply and delivery of sign blanks in 1996 was advertised and bidders were invited to submit quotes for alternate materials that they felt would satisfy the needs of the City. One supplier, Flexmark Canada, submitted bids specifying an alternate material which were lower than those being recommended. The material being quoted by Flexmark, a pressure moulded fibre reinforced resin compound, is not similar to that currently being used. While there is a potential that this new material may satisfy signing needs, preliminary tests undertaken of samples provided by Flexmark have not shown performance satisfactory to recommend the product for purchase.

Therefore, it is recommended that purchase orders be issued to the bidders offering material matching the specification acceptable to the City, for the items on which they are low bidders. The Traffic Division will continue to pursue the testing of different materials, including those offered by Flexmark, seeking lower cost alternatives.

BM/kg
Attach.

CN Roadway

Ref: C17-16-95 **Closes: January 10, 1996**

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF SIGN BLANKS

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to the supply and delivery of sign blanks in accordance with specifications issued by the Purchasing Division, December 13, 1995 at the following prices.

We acknowledge that we have received addenda numbered 1 to 2 inclusive, and the prices quoted include the provisions set out in such addenda. Your bid will be rejected in its entirety if the addenda, if any, are not acknowledged and provided for in the prices submitted.

PRICING

PART A - UN-PAINTED BLANKS

- Material to be Alcan Aluminum Sheet.
- Allow - 5052
- Temper - H36
- Material to be de-greased and etched with Alodine 1200s conversion coating
- Sign blanks in Part A shall not be painted.
- Sign blank width/height dimension as well as hole placement are as per the detail drawings DT 450-01 to Dt 450-05, and this specification.
- Sign Blank thickness is as detailed in this specification.
- Dimensions are millimetres, unless otherwise noted.

Continued....

PART A - UN-PAINTED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6056	(M1200) 1200 x 1200 x .125"	M1200	10	83.99
5807	(M1250) 125 x 125 x .064"	M1250	10	1.84
5885	(M1500) 300 x 150 x .081"	M1500	300	2.42
6099	(M1501) 200 x 150 x .064" curved	M1501	10	NO BID
___	(M2000) 200 x 300 x .064"	M2000	10	2.98
5822	(M2001) 600 x 200 x .081"	M2001	50	5.19
___	(M2500) 250 x 250 x .064"	M2500	10	3.89
___	(M3000) 300 x 300 x .064"	M3000	10	3.99
___	(M3001) 450 x 300 x .064"	M3001	10	5.36
5834	(M3002) 550 x 300 x .064"	M3002	1	7.44
___	(M3003) 600 x 300 x .064"	M3003	1	7.44
5846	(M3004) 750 x 300 x .081"	M3004	1	11.14
5864	(M3005) 900 x 300 x .081"	M3005	300	10.27
5858	(M3006) 900 x 300 x .081"	M3006	1	12.88
5876	(M3007) 1050 x 300 x .081"	M3007	10	13.56
5900	(M4500) 450 x 450 x .064" flower-pot	M4500	20	7.12
5894	(M4501) 450 x 450 x .081"	M4501	100	7.39
5906	(M4502) 600 x 450 x .081"	M4502	100	9.87
5912	(M4503) 750 x 450 x .081"	M4503	1	15.87

Continued....

PART A - UN-PAINTED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
5996	(M7500) 750 x 750 x .081" stop	M7500	150	19.39
____	(M7501) 900 x 750 x .081" stop/tab	M7501	1	52.30
6002	(M7502) 750 x 750 x .081" yield	M7502	10	23.08
5990	(M7503 750 diam x .081" round	M7503	1	30.40
6050	(M7504) 1200 x 1200 x .102" squeeze	M7504	1	77.33
6008	(M7505) 750 x 750 x .081"	M7505	200	19.39
6014	(M7506) 900 x 750 x .102"	M7506	1	37.41
6197	(M8000) 800 x 800 x .081" pentagon	M8000	1	32.32
6020	(M9000) 900 x 900 x .081" stop	M9000	200	27.34
____	(M9001) 1050 x 900 x .081" stop/tab	M9001	1	66.61
6032	(M9002) 900 x 900 x .081" yield	M9002	1	39.39
5993	(M9003) 900 diam x .081" round	M9003	1	41.14
6026	(M9004) 900 x 900 x .102"	M9004	10	40.17
6038	(M9005) 1200 x 900 x .125"	M9005	10	63.71
5987	(M9006) 1500 x 900 x .125"	M9006	10	78.87
____	(M9007) 2400 x 1200 x .125"	M9007	1	182.27
5870	(M9500) 950 x 300 x .125" slitted	M9500	10	19.28
5924	(M9501) 950 x 450 x .125" slitted	M9501	10	28.54
____	(M9701) 939 x 374 x .125" BIA top	M9701	10	58.58
____	(M9702) 900 x 424 x .125" BIA end	M9702	10	55.55

Continued....

PART A - UN-PAINTED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
5918	(M4504) 900 x 450 x .081"	M4504	100	13.88
____	(M4505) 2450 x 450 x .125"	M4505	1	74.70
____	(M4506) 3050 x 450 x .125"	M4506	1	87.50
____	(M4507) 3650 x 450 x .125"	M4507	1	104.57
____	(M4508) 1850 x 450 x .125"	M4508	1	57.63
____	(M4509) 450 x 450 x .081" stop	M4509	10	8.91
____	(M4510) 450 x 200 x .081"	M4510	10	4.56
____	(M4511) 450 x 150 x .081"	M4511	10	3.71
____	(M4512) 450 x 450 x .081"	M4512	10	9.01
5948	(M6000) 600 x 600 x .081" stop	M6000	500	12.71
____	(M6001) 600 x 750 x .081" stop/tab	M6001	1	40.22
6164	(M6003) 600 x 600 x .081" pentagon	M6003	1	16.76
5936	(M6004) 600 x 600 x .081"	M6004	500	12.81
5954	(M6005) 750 x 600 x .081"	M6005	500	15.80
5960	(M6006) 900 x 600 x .081"	M6006	100	18.63
5970	(M6007) 1050 x 600 x .081"	M6007	100	21.47
5972	(M6008) 1200 x 600 x .081"	M6008	10	29.09
5978	(M6009) 1500 x 600 x .081"	M6009	10	36.20
____	(M6010) 600 x 600 x .081" yield	M6010	1	16.65

Continued....

PART B - PAINTED/SHEETED BLANKS

- Material to be Alcan Aluminum Sheet.
- Alloy - 5052 -
- Temper - H36
- Sign blanks in Part B shall be either painted or sheeted with non-relfective marking film, to make one side white.
- If painted:
  - -Paint shall be opaque (2 coats), Alcan Alurite, L8002 white paint.
  - -Paint finish shall be suitable to accept air-dry silk screening inks.
- If sheeted with non-reflective film:
  - -Film shall be 3M Brand "ScotchCal Non-Reflective Marking Film, 3650 series, colour "3650 - White".
- Sign blank length/width dimension as well as hole placement are as per the detail drawings DT 450-01 to DT 450-05.
- Sign Blank thickness is as detailed in this specification.
- All dimension are in millimetres, unless otherwise noted.

PART B - PAINTED/SHEETED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6107	(M2000) 200 x 300 x .064"	M2000	10	3.13
___	(M2001) 600 x 200 x .081"	M2001	50	6.20
___	(M2500) 250 x 250 x .064"	M2500	10	4.11
6115	(M3000) 300 x 300 x .064"	M3000	1800	3.37
6109	(M3001) 450 x 300 x .064"	M3001	1000	4.62
6128	(M3002) 550 x 300 x .064"	M3002	300	6.05
___	(M3003) 600 x 300 x .064"	M3003	100	6.05
6140	(M3004) 750 x 300 x .081"	M3004	300	9.98
6146	(M3005) 900 x 300 x .081"	M3005	1	16.27

Continued....

PART B - PAINTED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6150	(M3007) 1050 x 300 x .081"	M3007	1	18.33
6152	(M4501) 450 x 450 x .081"	M4501	10	10.73
6158	(M4502) 600 x 450 x .081"	M4502	10	14.32
6160	(M4503) 750 x 450 x .081"	M4503	1	19.41
___	(M6004) 600 x 600 x .081"	M6004	10	18.67
6182	(M6005) 750 x 600 x .081"	M6005	10	23.13
6188	(M6006) 900 x 600 x .081"	M6006	50	24.38
___	(M6007) 1050 x 600 x .081"	M6007	1	35.11
___	(M6008) 1200 x 600 x .081"	M6008	1	39.83
___	(M6009) 1500 x 600 x .081"	M6009	1	49.62
6194	(M7505) 750 x 750 x .081"	M7505	50	25.43
6200	(M7506) 900 x 750 x .102"	M7506	1	67.87
6190	(M9004) 900 x 900 x .102"	M9004	1	81.13
6203	(M9005) 1200 x 900 x .125"	M9005	1	107.49
___	(M9006) 1500 x 900 x .125"	M9006	1	133.55

Continued....

PART C - STREET NAME BLANKS

- Material to be Alcan Street Name Sign Extrusion

150 mm Size	200 mm Size
Shape - 71615	Shape - 73760
Alloy - 6063	Alloy - 6063
Temper - T55	Temper - T55

- Material to be de-greased and etched with Alodine 1200s conversion coating
- Sign blanks in Part C shall not be painted.
- Street Name Sign extrusion thickness as per Alcan extrusion shape # specification.
- All dimension are in millimetres, unless otherwise noted.

PART C - STREET NAME BLANKS

Traffic Part #	Description width x length	Vendor Part #	Est. Qty.	Unit Price
___	150 x 3650	6144	150	33.09
___	150 x 450	618	10	5.15
___	150 x 600	624	10	6.52
___	150 x 750	630	10	7.90
___	150 x 900	636	10	9.15
___	150 x 900 Bus Route Marker	636BUS	100	9.35
___	200 x 3650	8144	150	48.84
___	200 x 450	818	10	7.11
___	200 x 600	824	10	9.15
___	200 x 750	830	10	11.18
___	200 x 900	836	10	13.22

Maximum Delivery Lead Time: 6 WEEKS AFTER THE INITIAL ORDER
10 WORKING DAYS ON ANY SUBSEQUENT ORDERS

Continued....

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

Canadian Roadway Products.
41 Torbarrie Road
N.Y., Ont. M3L 1G5
Tel.416-242-8579
Fax.416-242-4461

Name of Company

Street Address of Company, including postal code - No Post Office Box numbers -

K. Yank

Authorized Signature

KUTH YANKIVER

Please Print Name

(416) 242-8579

Telephone Number

January 16 th, 1996

Date of Tender

( ) (416) 242-4461

FAX Number

NOTE: Bid submissions will **NOT** be accepted by fax

NOTE: Even if you are **NOT** submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.

Fred Rosenberg

GULD ELECTRIC

Ref: C17-16-95 Closes: January 10, 1996

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF SIGN BLANKS

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to the supply and delivery of sign blanks in accordance with specifications issued by the Purchasing Division, December 13, 1995 at the following prices.

We acknowledge that we have received addenda numbered 1 to 2 inclusive, and the prices quoted include the provisions set out in such addenda. Your bid will be rejected in its entirety if the addenda, if any, are not acknowledged and provided for in the prices submitted.

PRICING

PART A - UN-PAINTED BLANKS

- Material to be Alcan Aluminum Sheet.
- Allow - 5052
- Temper - H36
- Material to be de-greased and etched with Alodine 1200s conversion coating
- Sign blanks in Part A shall not be painted.
- Sign blank width/height dimension as well as hole placement are as per the detail drawings DT 450-01 to Dt 450-05, and this specification.
- Sign Blank thickness is as detailed in this specification.
- Dimensions are millimetres, unless otherwise noted.

Continued....

PART A - UN-PAINTED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6056	(M1200) 1200 x 1200 x .125"	HAM1	10	61.28
5807	(M1250) 125 x 125 x .064"	HAM2	10	2.74
5885	(M1500) 300 x 150 x .081"	HAM3	300	2.60
6099	(M1501) 200 x 150 x .064" curved	HAM4	10	No Bid
___	(M2000) 200 x 300 x .064"	HAM5	10	3.31
5822	(M2001) 600 x 200 x .081"	HAM6	50	5.73
___	(M2500) 250 x 250 x .064"	HAM7	10	3.50
___	(M3000) 300 x 300 x .064"	HAM8	10	3.70
___	(M3001) 450 x 300 x .064"	HAM9	10	4.74
5834	(M3002) 550 x 300 x .064"	HAM10	1	5.51
___	(M3003) 600 x 300 x .064"	HAM11	1	6.06
5846	(M3004) 750 x 300 x .081"	HAM12	1	8.76
5864	(M3005) 900 x 300 x .081"	HAM13	300	10.94
5858	(M3006) 900 x 300 x .081"	HAM14	1	10.05
5876	(M3007) 1050 x 300 x .081"	HAM15	10	11.79
5900	(M4500) 450 x 450 x .064" flower-pot	HAM16	20	6.55
5894	(M4501) 450 x 450 x .081"	HAM17	100	7.52
5906	(M4502) 600 x 450 x .081"	HAM18	100	9.69
5912	(M4503) 750 x 450 x .081"	HAM19	1	11.91

Continued....

PART A - UN-PAINTED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
5918	(M4504) 900 x 450 x .081"	HAM20	100	14.21
_____	(M4505) 2450 x 450 x .125"	HAM21	1	50.65
_____	(M4506) 3050 x 450 x .125"	HAM22	1	45.14
_____	(M4507) 3650 x 450 x .125"	HAM23	1	75.45
_____	(M4508) 1850 x 450 x .125"	HAM24	1	38.24
_____	(M4509) 450 x 450 x .081" stop	HAM25	10	7.89
_____	(M4510) 450 x 200 x .081"	HAM26	10	7.45
_____	(M4511) 450 x 150 x .081"	HAM27	10	6.63
_____	(M4512) 450 x 450 x .081"	HAM28	10	8.11
5948	(M6000) 600 x 600 x .081" stop	HAM29	500	12.31
____	(M6001) 600 x 750 x .081" stop/tab	HAM30	1	18.11
6164	(M6003) 600 x 600 x .081" pentagon	HAM31	1	8.10
5936	(M6004) 600 x 600 x .081"	HAM32	500	11.42
5954	(M6005) 750 x 600 x .081"	HAM33	500	13.90
5960	(M6006) 900 x 600 x .081"	HAM34	100	17.28
5970	(M6007) 1050 x 600 x .081"	HAM35	100	21.37
5972	(M6008) 1200 x 600 x .081"	HAM36	10	24.17
5978	(M6009) 1500 x 600 x .081"	HAM37	10	29.78
___	(M6010) 600 x 600 x .081" yield	HAM38	1	12.20

Continued....

PART A - UN-PAINTED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
5996	(M7500) 750 x 750 x .081" stop	HAM39	150	19.32
____	(M7501) 900 x 750 x .081" stop/tab	HAM40	1	25.69
6002	(M7502) 750 x 750 x .081" yield	HAM41	10	19.50
5990	(M7503 750 diam x .081" round	HAM42	1	18.58
6050	(M7504) 1200 x 1200 x .102" squeeze	HAM43	1	56.11
6008	(M7505) 750 x 750 x .081"	HAM44	200	19.40
6014	(M7506) 900 x 750 x .102"	HAM45	1	27.75
6197	(M8000) 800 x 800 x .081" pentagon	HAM46	1	23.16
6020	(M9000) 900 x 900 x .081" stop	HAM47	200	26.76
____	(M9001) 1050 x 900 x .081" stop/tab	HAM48	1	34.49
6032	(M9002) 900 x 900 x .081" yield	HAM49	1	26.32
5993	(M9003) 900 diam x .081" round	HAM50	1	No Bid
6026	(M9004) 900 x 900 x .102"	HAM51	10	32.39
6038	(M9005) 1200 x 900 x .125"	HAM52	10	50.87
5987	(M9006) 1500 x 900 x .125"	HAM53	10	63.58
____	(M9007) 2400 x 1200 x .125"	HAM54	1	135.65
5870	(M9500) 950 x 300 x .125" slitted	HAM55	10	17.62
5924	(M9501) 950 x 450 x .125" slitted	HAM56	10	19.80
____	(M9701) 939 x 374 x .125" BIA top	HAM57	10	No Bid
____	(M9702) 900 x 424 x .125" BIA end	HAM58	10	No Bid

Continued....

PART B - PAINTED/SHEETED BLANKS

- Material to be Alcan Aluminum Sheet.
- Alloy - 5052
- Temper - H36
- Sign blanks in Part B shall be either painted or sheeted with non-relfective marking film, to make one side white.
- If painted:
  - -Paint shall be opaque (2 coats), Alcan Alurite, L8002 white paint.
  - -Paint finish shall be suitable to accept air-dry silk screening inks.
- If sheeted with non-reflective film:
  - -Film shall be 3M Brand "ScotchCal Non-Reflective Marking Film, 3650 series, colour "3650 - White".
- Sign blank length/width dimension as well as hole placement are as per the detail drawings DT 450-01 to DT 450-05.
- Sign Blank thickness is as detailed in this specification.
- All dimension are in millimetres, unless otherwise noted.

PART B - PAINTED/SHEETED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6107	(M2000) 200 x 300 x .064"	HAM59	10	4.99
____	(M2001) 600 x 200 x .081"	HAM60	50	7.47
____	(M2500) 250 x 250 x .064"	HAM61	10	5.19
6115	(M3000) 300 x 300 x .064"	HAM62	1800	5.40
6109	(M3001) 450 x 300 x .064"	HAM63	1000	6.49
6128	(M3002) 550 x 300 x .064"	HAM64	300	7.30
____	(M3003) 600 x 300 x .064"	HAM65	100	7.86
6140	(M3004) 750 x 300 x .081"	HAM66	300	10.61
6146	(M3005) 900 x 300 x .081"	HAM67	1	12.84

Continued....

PART B - PAINTED BLANKS

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6150	(M3007) 1050 x 300 x .081"	HAM68	1	13.74
6152	(M4501) 450 x 450 x .081"	HAM69	10	9.34
6158	(M4502) 600 x 450 x .081"	HAM70	10	11.59
6160	(M4503) 750 x 450 x .081"	HAM71	1	13.89
____	(M6004) 600 x 600 x .081"	HAM72	10	13.42
6182	(M6005) 750 x 600 x .081"	HAM73	10	16.00
6188	(M6006) 900 x 600 x .081"	HAM74	50	19.48
____	(M6007) 1050 x 600 x .081"	HAM75	1	23.67
____	(M6008) 1200 x 600 x .081"	HAM76	1	26.57
____	(M6009) 1500 x 600 x .081"	HAM77	1	32.38
6194	(M7505) 750 x 750 x .081"	HAM78	50	21.62
6200	(M7506) 900 x 750 x .102"	HAM79	1	30.10
6190	(M9004) 900 x 900 x .102"	HAM80	1	34.89
6203	(M9005) 1200 x 900 x .125"	HAM81	1	53.67
____	(M9006) 1500 x 900 x .125"	HAM82	1	66.69

Continued....

PART C - STREET NAME BLANKS

- Material to be Alcan Street Name Sign Extrusion

150 mm Size	200 mm Size
Shape - 71615	Shape - 73760
Alloy - 6063	Alloy - 6063
Temper - T55	Temper - T55

- Material to be de-greased and etched with Alodine 1200s conversion coating
- Sign blanks in Part C shall not be painted.
- Street Name Sign extrusion thickness as per Alcan extrusion shape # specification.
- All dimension are in millimetres, unless otherwise noted.

PART C - STREET NAME BLANKS

Traffic Part #	Description width x length	Vendor Part #	Est. Qty.	Unit Price
___	150 x 3650	HAM83	150	33.28
___	150 x 450	HAM84	10	4.43
___	150 x 600	HAM85	10	5.75
___	150 x 750	HAM86	10	7.07
___	150 x 900	HAM87	10	8.39
___	150 x 900 Bus Route Marker	HAM88	100	8.28
___	200 x 3650	HAM89	150	44.41
___	200 x 450	HAM90	10	5.77
___	200 x 600	HAM91	10	7.53
___	200 x 750	HAM92	10	9.29
___	200 x 900	HAM93	10	11.07

Maximum Delivery Lead Time: 15 to 30 days

Continued....

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

Guild Electric Limited
Name of Company

470 Midwest Road, Scarborough, Ontario M1P 4Y5
Street Address of Company, including postal code - No Post Office Box numbers -

Authorized Signature

Gary Lengyel
Please Print Name

( ) 416-288-8222
Telephone Number

January 15 1996
Date of Tender

( ) 416-288-9914
FAX Number

NOTE: Bid submissions will **NOT** be accepted by fax

NOTE: Even if you are **NOT** submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.

Fred Rosenberg

2(B)(iii)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 19

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Rymal Road East, South Side from Upper James to Springside Drive**
Amending Local Improvement By-law for Increased Costs for Sidewalks

RECOMMENDATION:

That the attached By-law to amend By-Law 95-155 be enacted to authorize the increased costs of construction of local improvements of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On October 10, 1995, Council in adopting Item 4 of the 24th Report of the Finance and Administration Committee authorized the amendment of By-Law No. 95-155.

RPM/rb
attachment

c.c. A. Ross, City Treasurer
Attn: N. Adhya
Attn: M. B. Chandrashekar

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

To Amend By-Law No. 95-155

Respecting:

The construction of Local Improvements as a City initiative (without petition) under Section 12 of the Local Improvement Act, comprised of independent concrete sidewalks on the south side of Rymal Road East from Upper James Street to Springside Drive, as described therein;

WHEREAS By-Law No. 95-155 was passed on the 29th day of August, 1995 to authorize the construction as local improvements, (without petition) on the initiative of the City the above mentioned works;

AND WHEREAS subsequently on October 10, 1995 the City of Hamilton did authorize an increase in the City's share of the cost of the works, (Item 20, 12th Report, Transport & Environment Committee and Item 4, 24th Report, Finance & Administration Committee);

AND WHEREAS it is intended hereby to amend the said By-law to authorize and record the said increase in the City's share of the costs of the works;

AND WHEREAS Ontario Regulation 710/92 (in force as of January 1, 1993) pursuant to the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for a municipality's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the City Treasurer has confirmed that the financial commitments, liabilities and debts with respect to the costs of the project listed and provided for herein together with the City of Hamilton's other financial obligations and debts do not exceed the City's debt and financial obligation limit prescribed by Ontario Regulation 710/92 and that therefore the approval of the Ontario Municipal Board to this by-law is not required;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and to raise the abutting owners' portion of the costs by borrowing the required funds through the Region's issuance of debentures until said abutting owners' portion of the cost is paid by the special assessment.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. By-Law No. 95-155 is hereby amended by:

   (a) deleting paragraph one thereof and replacing it with the following revised paragraph one:

      1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this By-Law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $104,800.

   (b) deleting Schedule "A" thereof and replacing it with the following revised Schedule "A":

SCHEDULE "A"

Construction of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive at an estimated cost, not exceeding the following:

City's Share	$ 54,133.30
Abutting Owners' Share	$ 50,666.70
TOTAL ESTIMATED COST	$104,800.00
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	$ 115.00

2 By-Law No. 95-155, save as amended herein, is hereby confirmed.

PASSED this day of A.D. 1996.

CITY CLERK MAYOR

(1995) 12 R.T.E.C. 20, October 10
(1995) 24 R.F.A.C. 4, October 10

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: January 26, 1996
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-96-05)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: February 15, 1996

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual	File Number
Crosthwaite Avenue N	113 Crosthwaite Avenue N	P. & M. Bianchini	Interlocking Brick measuring 2.921m x 0.483m, Planter Box measuring 0.660m x 0.483m, Concrete Driveway measuring 3.124m x 0.483m Private Walkway measuring 1.044m x 0.483m	138/20	T103 50 1216
Chestnut Avenue	16 Chestnut Avenue	S. W. & S. Bell	Steps measuring .70m X 1.22m	138/20	T103 50 1220

CITY OF HAMILTON

- RECOMMENDATION -

2(c)(ii)

DATE: 1996 January 30
T103-50 (1221) J. Clairmont/M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreement
5-7, 9-11 Rockwood Place
362-366 John Street South
21-25 Mountwood Avenue
Louisa Avenue
(R-96-6)

RECOMMENDATION:

That the application of L.A.J.J. Enterprises Inc. to erect and maintain the following encroachments at the condominium complex comprised of 5-7, 9-11 Rockwood Place, 362-366 John Street South and 21-25 Mountwood Avenue:

Onto Rockwood Place: 6 Sets of steps measuring 0.46m X 1.66m

Onto John Street South:
2 Sets of steps measuring 0.46m X 0.77m
Portion of retaining wall measuring 0.30m X 0.70m

Onto Mountwood Avenue:
2 sets of steps measuring 0.46m X 0.74m
Portion of a retaining wall measuring 0.30m X 0.83m

Onto Louisa Avenue:
Proposed New Jersey barrier measuring 82m in length
Paving measuring 2.0m X 63.0m,

be approved during the pleasure of Council, provided

i) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

Cont'd...

cont'd...

iv) Part of 1496 Upper Gage Avenue — Bertinella Zanesco, In Trust
Part 5, Plan 62R-11322

b) That in the event that the Director of Property is unsuccessful in negotiating the purchase of the required lands on or before April 30, 1996, the City Solicitor be authorized and directed to initiate expropriation proceedings, and the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value. The costs are to be charged to Account Number CH5X323 00107 (Services Through Unsubdivided Lands).

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The costs to acquire the required lands will be recovered through 0.3 metre reserves.

BACKGROUND:

At its meeting June 23, 1987 City Council approved the draft plan for Eaglewood Estates. In order for the owner to fulfil draft plan conditions for the registration of Eaglewood Estates - Phase 2 the owner is required to establish Elmore Drive to its full.

Attempts have been made to acquire the land required to establish Elmore Drive to its full width of 20.0 metres but have been unsuccessful. The owner has requested municipal involvement so the development of single family lots along future Elmore Drive can proceed in an orderly manner and not be unduly delayed. Under the development of Eaglewood Estates - Phase 2 the developer will dedicate one-half of the road allowance for Elmore Drive under the plan of subdivision.

cont'd...

1996 January, 30

Acquisition of Land required for
Roadway Purposes - Eaglewood Estates Phase 2
- Extension of Elmore Drive (R-96-03)

cont'd...

The development of Eaglewood Estates Phase 2 will result in the creation of 8 single family lots and provide servicing for approximately 8 future lots.

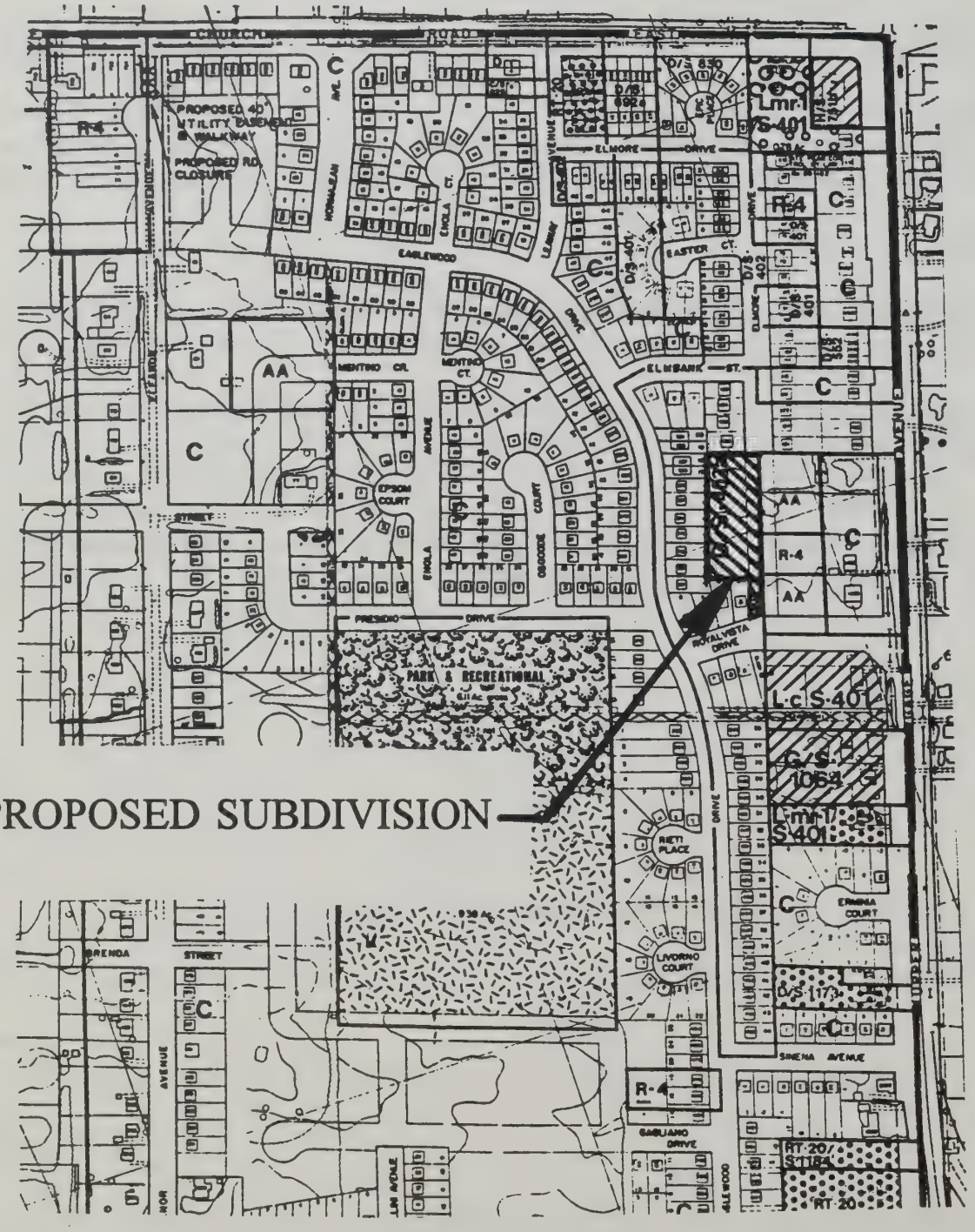
The establishment of Elmore Drive conforms to the approved Neighbourhood Plan for the Eleanor Neighbourhood.

The lands of Eaglewood Estates - Phase 2, are located in the Eleanor Neighbourhood, north of Royal Vista Drive, west of Upper Gage Avenue.

/ps

cc: A. C. Ross, City Treasury Department, Att: N. Adyha
cc: Kin Lau, Surveys, O.L.S.
cc: Property Department, Att: M. Watson

T&E/96-01-29/PS



LOCATION PLAN

EAGLEWOOD ESTATES - PHASE 2", HAMILTON

SUBLIST/DISC

2(c)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: January 18, 1996
E205-05, M.J. Inrig

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: **City of Hamilton's " Flat Rate Fee " For The Recovery of Servicing Costs Associated with 0.30 metre Reserves (R-96-01)**

RECOMMENDATION:

a) That the City's present " Flat Rate Fee " of **$ 300.00** per metre of property frontage and/or flankage, applied to all outstanding City of Hamilton municipal servicing costs recovered along 0.30 metre reserves, remain **UNCHANGED** for 1996.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Not Applicable

BACKGROUND:

City Council adopted the " Flat Rate Fee " policy in October 1986. The City's " Flat Rate Fee " was established for the purpose of recovering outstanding servicing costs adjacent to 0.30 metre reserves. The rate is calculated based on an average of the actual cost of services installed in subdivisions within Hamilton over the previous year.

Cont'd...

City of Hamilton's " Flat Rate Fee " For The Recovery of Servicing Costs Associated with 0.30 metre Reserves (R-96-01)

Cont'd...

Of all subdivision development in Hamilton during 1995, only two developments required construction of roads, each consisting of one street only. The average cost per metre of property frontage between the two developments varied by almost $ 120.00. One development was below the current " Flat Rate ", the other above. In the opinion of staff, it was felt that there was insufficient information to make a recommendation based on subdivision development alone.

Staff then conducted a review of all Regional road contracts constructed in 1995. From that review, it was determined that the average cost of construction on a per metre of property frontage bases was approximately $ 295.00. Further, a review of the Southam Construction Cost Index for Ontario revealed an increase in construction costs during 1995 of 0.65%. This translates to a dollar increase on the current " Flat Rate " of $ 2.00.

Based on the above analysis it appears that there was no significant change in average construction costs during 1995 to warrant an adjustment to the City's current " Flat Rate Fee ". Therefore, staff recommend, at this time, that the City's current "Flat Rate Fee " of **$ 300.00** per metre of property frontage/flankage remain **UNCHANGED** for 1996.

MJI:

cc: S. Reeder, Finance and Administration Committee
cc: A. Ross, Treasury Department, Att: N.Adhya

Calculation of Average Cost/Metre of City Services -- 1995

Subdivision / Frontage in Metres	Description	Catch Basins & Connections ($/m) Frontage	Sidewalks ($/m) Frontage	Subdrain & Curbs ($/m) Frontage	Finished Roads ($/m) Frontage	Inlet Chambers ($/m) Frontage	Dead-End Barricades ($/m) Frontage	Street Lights ($/m) Frontage	Street Signs ($/m) Frontage	Total Cost ($/m) Frontage
	Const. Cost Incl. GST.	$12,765.10	$28,104.62	$0.00	$37,810.00	$0.00	$695.50			
	2% Inspection	$255.30	$562.09	$0.00	$756.20	$0.00	$13.91			
	7% GST on Inspection	$17.87	$39.35	$0.00	$52.93	$0.00	$0.97			
	8% Engineering Fee	$1,021.21	$2,248.37	$0.00	$3,024.80	$0.00	$55.64			
Delta Drive	Total	$14,059.48	$30,954.43	$0.00	$41,643.93	$0.00	$766.02	$6,420.00	$76.00	
333.35	**Average/M. Frontage**	**$42.18**	**$92.86**	**$0.00**	**$124.93**	**$0.00**	**$2.30**	**$19.26**	**$0.23**	**$281.75**
	Const. Cost Incl. GST.	$19,688.00	$27,638.10	$17,986.70	$76,488.40	$0.00	$856.00			
	2% Inspection	$393.76	$552.76	$359.73	$1,529.77	$0.00	$17.12			
	7% GST on Inspection	$27.56	$38.69	$25.18	$107.08	$0.00	$1.20			
	8% Engineering Fee	$1,575.04	$2,211.05	$1,438.94	$6,119.07	$0.00	$68.48			
Orchard Park Estates - Phase 4	Total	$21,684.36	$30,440.60	$19,810.55	$84,244.32	$0.00	$942.80	$6,420.00	$38.00	
409.90	**Average/M. Frontage**	**$52.90**	**$74.26**	**$48.33**	**$205.52**	**$0.00**	**$2.30**	**$15.66**	**$0.09**	**$399.07**
Average Totals		$47.54	$83.56	$24.17	$165.23	$0.00	$2.30	$17.46	$0.16	**$340.41**

FROM 1995 REGIONAL CONTRACTS

Finished Roads	$120.00 per metre of frontage
Sidewalks	$83.00 per metre of frontage
Curbs	$44.00 per metre of frontage
Catchbasins & Connections	$28.00 per metre of frontage
Dead End Barricades	$2.30 per metre of frontage
Street Lighting	$17.50 per metre of frontage
Street Name Signs	$0.16 per metre of frontage
Total	**$294.96** per metre of frontage

From 1995 Regional Contracts average cost per metre of frontage for road works = $ 295.00

SOUTHAM CONSTRUCTION INCREASE FOR 1995 = 0.65%
INCREASE TO CURRENT FLAT RATE OF $ 300.00 PER METRE FRONTAGE = **$302.00**

CITY OF HAMILTON

- RECOMMENDATION -

2(c)(v)

DATE: 1996 January 31
T103-37 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
Hamilton and District Sledge Hockey Association
(R-96-07)

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of the Hamilton and District Sledge Hockey Association to display a promotional banner across Main Street West in front of City Hall from February 3, 1996 to February 4, 1996 and from February 10, 1996 to February 11, 1996 with the message "Wendy's International Sledge Hockey Tournament".

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application was received from the Hamilton and District Sledge Hockey Association to hang a promotional banner over Main Street West in front of City Hall from February 3, 1996 to February 4, 1996 and from February 10, 1996 to February 11, 1996. The organization received permission from Crime Stoppers and Big Brothers to hang their banner during the time these groups had reserved. All organizations paid the required banner installation fees.

As the policy guidelines and conditions approved by Council on October 29, 1985 and January 13, 1987 were adhered to, the Commissioner of Transportation/Environmental Services approved this application.

MJP:
cc: D. Lobo, Commissioner of Public Works and Traffic

2(D)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 5

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1996 January 9	Commissioner of Public Works and Traffic	1996 Street Tree Trimming Programme	1996 January 15
1996 January 15	Commissioner of Public Works and Traffic	Tree Trimming Around Low Voltage Residential Aerial Service Wires	1996 January 16

Kevin C. Christenson, Secretary
1996 February 5

URBAN/MUNICIPAL
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2ND FLOOR
HAMILTON PUBLIC LIBRARY

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URBAN MUNICIPAL

MAR 1 1996

GOVERNMENT DOCUMENTS

TO: Chairman and Members
Transport and Environment Committee

YOUR FILE:

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2728

SUBJECT: **Revised Notice of Meeting**
Transport and Environment Committee
Monday, 1996 March 4
10:30 o'clock a.m., Room 233

DATE: 1996 March 1

Please be advised that the Transport and Environment Committee scheduled for Monday, 1996 March 4 will now start at **10:30 o'clock a.m.** in Room 233.

KCC/mjw

c. City Council

Staff Reporting to the Transport and Environment Committee

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URBAN MUNICIPAL

MAR 1 1996

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 March 4
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Road Closure - Portion of Niagara, Ship and Hillyard Streets

   (b) Recovery of Servicing Costs on Dicenzo Drive
   Adjacent to Parts 5 and 9 on Plan 62R-13294, Lands of Martin, Hamilton
   Mr. John Martin

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) King Street West - Weekday Evening Peak Period
   Stopping Prohibited

   (b) Local Improvement Charges
   for the Construction of Roads, Curbs, Sidewalks and Alleys

   (c) Leaf and Yard Waste Collection

   (d) Country Club Drive between Greenhill Avenue and Capilano Drive
   Parking Regulations (Tabled from 1996 January 15 meeting)

4. **CITY ENGINEER**
(Commissioner of Transportation/Environmental Services

(a) Class 3 Site Approval -
PCB Dechlorination by Rondar Inc. for the Spectator
44 Frid Street, Hamilton

(b) Regional Municipality of Hamilton-Wentworth
Application to Amend Provisional Certificate of Approval
Nos. A130110 and A130111 for Waste Disposal Sites
(Transfer) at 460 Kenora Avenue and 37 Kilbride Road, Hamilton

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back
3.	School Crossing Guard - Cochrane Road and Montrose Avenue	1995 December 4	Commissioner of Public Works and Traffic	Report Back - 1996 June 17th meeting
4.	Traffic Safety - Britannia Avenue between Kenilworth Avenue and Strathearn Avenue	1995 December 4	Department of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
1996 March 4

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 27
T103-03 331 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Road Closure - Portion of Niagara, Ship & Hillyard Streets (R-96-10)

RECOMMENDATION:

That the stopping-up, closing and sale of the portion of Niagara Street from the north limit southerly for 75.34m, Ship Street from the north limit of Niagara Street to the west limit of Hillyard Street and Hillyard Street from the north limit of Ship Street, north for 56.39m, be considered, subject to the following conditions:

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the road allowance of Niagara Street from the north limit southerly 75.34m, Ship Street from the north limit of Niagara Street to the west limit of Hillyard Street and Hillyard Street from the north limit of Ship Street, north for 56.39m;

ii) That the applicant be directed to prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be sold;

iii) That the Commissioner of Transportation/Environmental Services be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

iv) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 300 of the Municipal Act, R.S.O. 1990, Chapter M 45;

Cont'd ...

Ship, Niagara, Hillyard Street Road Closure

Cont'd

v) That the applicant provide a 6m easement to the Region for the existing 150mm watermain on Ship Street and a sufficient easement for the existing 450mm, 300mm, 375mm and 1200mm storm sewers and 300mm watermain on Hillyard Street and the existing 300mm combined sewer and 150mm watermain on Niagara Street;

vi) That the applicant provide an easement to Hamilton Hydro for their existing Overhead Distribution System, or pay the cost of relocation;

vii) That the applicant provide an easement to Union Gas for their existing plant or pay the cost of relocation;

per: S. Aston
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Hamilton Harbour Commissioners to close and purchase the portion of Niagara Street from the north limit southerly for 75.34m, Ship Street from the north limit of Niagara Street to the west limit of Hillyard Street and Hillyard Street from the north limit of Ship Street, north for 56.39m The Harbour Commissioners are the sole abutting land owners and the land is required for shipping and navigation purposes and port development.

Our circularization to the area residents, businesses, utility companies and affected municipal departments is now complete and the results are as follows:

Area Residents and Businesses

Total circularized 57

In favour 3 Opposed 4 No comment 50

Of those opposed one was concerned that it would limit their exit out of the foot of Niagara Street, one said that it would interfere with their business located on Niagara Street and two were concerned that traffic would be diverted to Land Street because of the closure.

Cont'd ...

Ship, Niagara, Hillyard Street Road Closure

Cont'd

Utility Companies

Hamilton Hydro requires an easement for their existing Overhead Distribution System, or will require the applicant to pay the cost of relocating it.

Union Gas will require an easement for their existing plant or will require the applicant to pay the cost of relocation.

Municipal Response

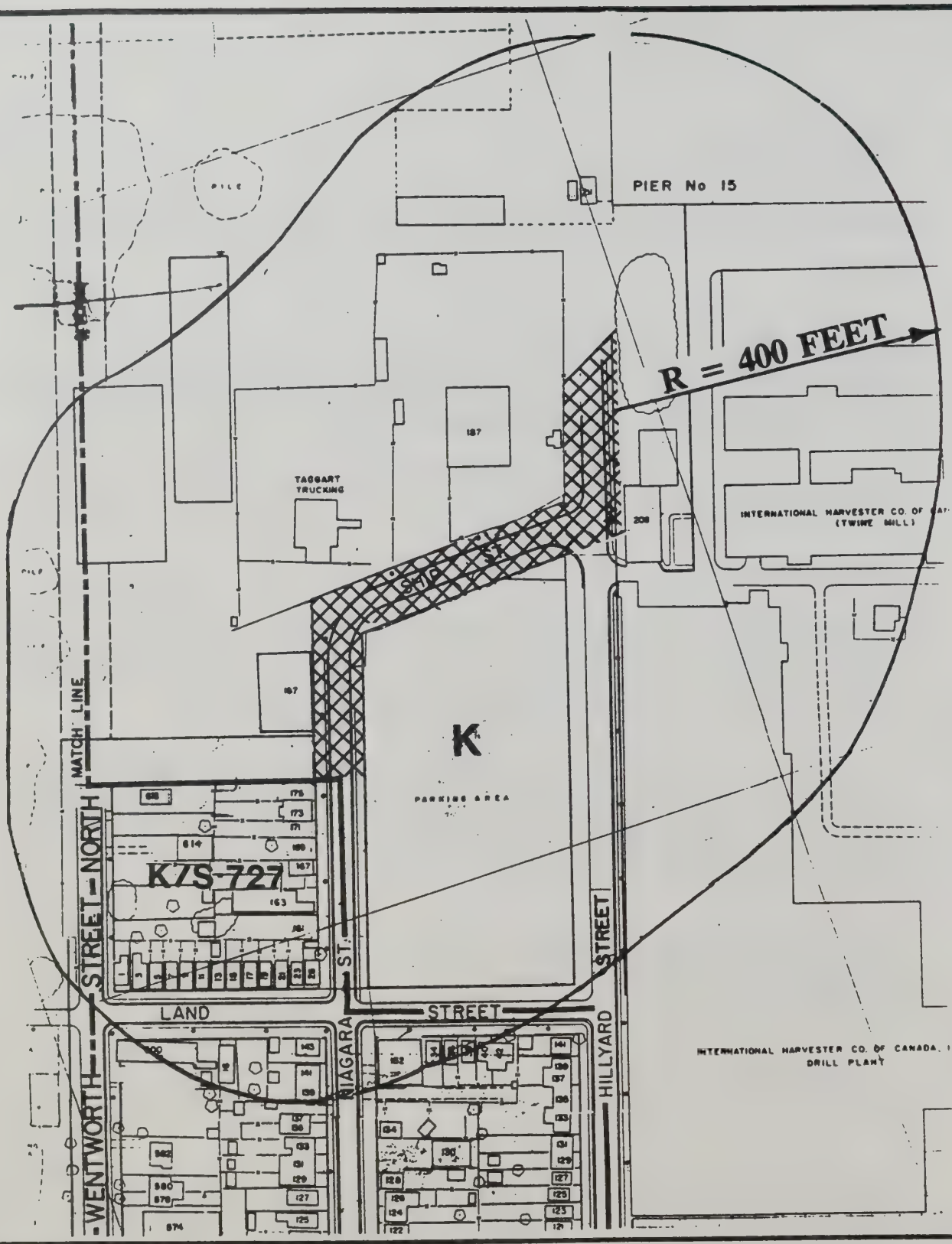
The Region's Environmental Services Department requires a 6m easement for the existing 150mm watermain on Ship Street and a 12m easement for the existing 450mm, 300mm, 375mm and 1200mm storm sewers and 300mm watermain on Hillyard Street and the existing 300mm combined sewer and 150mm watermain on Niagara Street;

All other departments were not opposed to the closure request. However, the Department of Public Works and Traffic recommends that road allowance be retained by the City to provide for a cul-de-sac bulb at the termination of Hillyard Street and Niagara Street. Driveway access could be prohibited from these cul-de-sacs which should eliminate any increase in traffic in the area.

As there were no municipal department or utility company objections to the request this Department is in favour of the closure.

MJP:

cc: Alderman D. Drury
cc: Alderman B. Morelli
cc: A. Zuidema, Law Department



LOCATION PLAN

FOR PROPOSED STREET CLOSURE AND PART OF STREETS CLOSURE

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

PROPOSED STREET AND PART OF STREETS CLOSURE

North	Scale	Reference File No.
	Not to Scale	T 103-03 (331)
	Date	
	SEPT. 13, 1995	

1 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: February 26, 1996
S726-185, M.J. Inrig

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: **Recovery of Servicing Costs on Dicenzo Drive Adjacent to Parts 5 and 9 on Plan 62R-13294 Lands of Martin, Hamilton (R-96-11)**

RECOMMENDATION:

a) That the City's policy regarding the recovery of servicing costs based on the actual property frontage adjacent to a 0.30 metre reserve be maintained with regard to the recovery of outstanding servicing costs adjacent to Parts 5 and 9 on Plan 62R-13294 and that the owner's request to pay outstanding servicing costs based on the perpendicular width of the property be **DENIED.**

per: **E. M. Gill, P. Eng.**

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Currently the City collects outstanding servicing costs at a rate of $ 300.00 per metre of property frontage. This figure is referred to as the City's " Flat Rate " for recovery of servicing costs. The rate is calculated based on the actual property frontage abutting the works. In this particular case, the amount to be recovered by the City is $ 8,565.00 based on an actual property frontage of 28.551 metres on DiCenzo Drive. A recovery based on the owner's request, using the perpendicular width of the property would amount to only $ 6,375.20, a loss of revenue to the City of **$ 2,189.80.**

Cont'd...

Recovery of Servicing Costs on Dicenzo Drive Adjacent to Parts 5 and 9 on Plan 62R-13294 Lands of Martin, Hamilton (R-96-11)

Cont'd...

BACKGROUND:

The City has received correspondence from Mr. John Martin requesting that he pay outstanding servicing costs based on the perpendicular width of his lot on DiCenzo Drive (Parts 5 & 9, Plan 62R-13294) instead of the actual property frontage.

History:

Development of " Coventry Gardens " subdivision required the extension of DiCenzo Drive from Stone Church Road East, through lands owned by the City, to provide a road connection to the subdivision lands. Due to the curvature of DiCenzo Drive, the City was left with an irregular shaped remnant piece of land undevelopable on its own. At the time the subdivision was developed the City paid servicing costs for both above and below ground works adjacent to the remnant parcel based on their actual frontage along the curvature of DiCenzo Drive.

Through negotiations with the adjacent land owner (Mr. Martin) the City and he agreed to combine their lands and create seven (7) single family residential lots. A purchase/sale agreement was entered into between Mr. Martin and the City, whereby they agreed to exchange the necessary lands so that the City would retain three (3) lots (2 on Stone Church, 1 on DiCenzo Drive) and Mr. Martin would retain four (4) lots (2 on Stone Church, 2 on DiCenzo Drive). The lots created on DiCenzo Drive did not intersect at right angles with the curvature of the road.

The land exchange required severance of Mr. Martin's lands under applications H-21 & 22-95 to create the necessary parts for residential lots and land transfer with the City. As a condition of severance approval, Mr. Martin was required to enter into a Modified Subdivision Agreement with the City of Hamilton. All outstanding servicing costs applicable to Mr. Martin's lands on DiCenzo Drive were included in the Modified Agreement for payment and were calculated based on the actual frontage of the property along the curvature of the road. This is the City's standard practice/policy for recovering outstanding servicing costs adjacent to undeveloped lands.

Cont'd...

Recovery of Servicing Costs on Dicenzo Drive Adjacent to Parts 5 and 9 on Plan 62R-13294 Lands of Martin, Hamilton (R-96-11)

Cont'd...

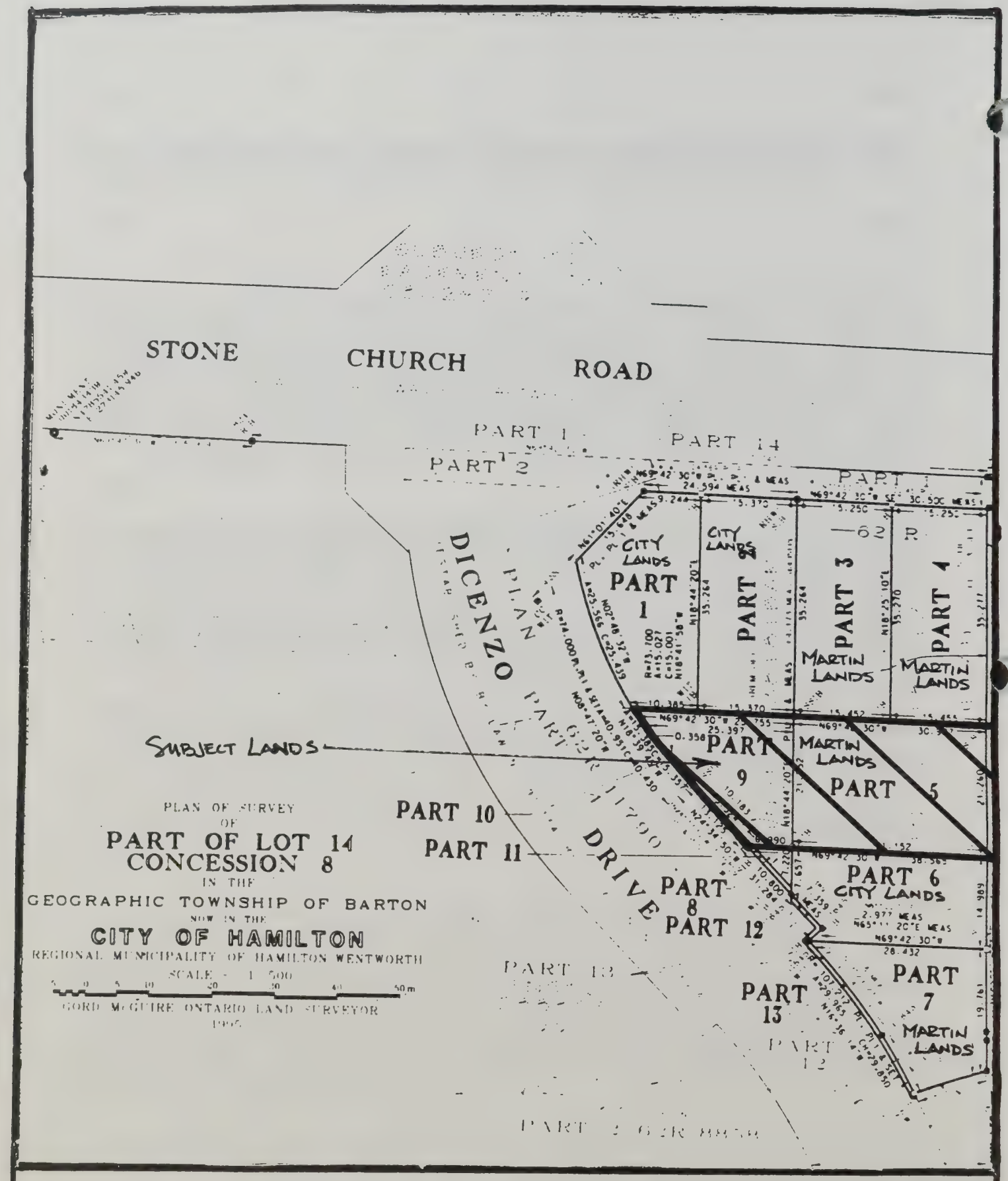
At the time of severance Mr. Martin asked if the City could accept 0.30 metre reserves in lieu of payment of outstanding servicing costs and defer payment to the building permit stage of development. Mr. Martin's request went before the Transport and Environment Committee was approved by City Council and the agreement reflected this arrangement. Prior to singing the agreement, Mr. Martin had reviewed the outstanding servicing costs applicable to all his lands. The Modified Agreement was signed by Mr. Martin in August 1995 without any disagreement to the outstanding servicing costs to be paid by him upon application for building permit.

At this point in time, the City is merely recovering the same servicing costs paid out and any disputes over these costs by the land owner should have been addressed prior to signing of the Modified Subdivision Agreement.

Therefore, staff are recommending at this time that the City's policy with regard to the recovery of servicing costs be maintained and that the owner's request for payment based on the perpendicular width of the property be denied.

The subject lands are located on the south-east corner of DiCenzo Drive and Stone Church Road East in the Ryckmans Neighbourhood.

MPS/MJI:


STONE CHURCH ROAD
PART 1
PART 2
PART 14
PART 3
CITY LANDS
PART 1
CITY LANDS
PART 2
PART 3
PART 4
MARTIN LANDS
MARTIN LANDS
DICENZO PLAN
SUBJECT LANDS
PART 9
PART 10
PART 11
PART 5
PART 6
CITY LANDS
PART 8
PART 12
PART 13
PART 7
MARTIN LANDS
DRIVE
PLAN OF SURVEY OF
PART OF LOT 14
CONCESSION 8
IN THE
GEOGRAPHIC TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH
SCALE - 1:500
0 5 10 20 30 40 50m
GORD McGUIRE ONTARIO LAND SURVEYOR
1995
KEY PLAN
NTS
NORTH
APPROVED PLAN

30 January 1996

John & Corrine Martin
63 Josephine Drive
Hamilton, Ontario
L9B 1Z9

Alderman Henry Merling
City of Hamilton
71 Main Street, West
Hamilton, Ontario
L8N 3T4

SENT BY FACSIMILE

Dear Alderman Merling:

We are the owners of Parts 3, 5, 9, 7 of the attached plan (62R-13294). As you know we have successfully worked in conjunction with the City of Hamilton and the Hamilton-Wentworth Region offices to develop the property at Stonechurch Road East and DiCenzo Drive in Hamilton.

The efforts and cooperation from all staff was provided in a very courteous and professional manner with special thanks to Eugene Chajka and Mark Inrig (Planning and Development Department) and Dan Vyce and Kevin Nutley (Real Estate Department).

Further to the agreements signed with the City of Hamilton and the Hamilton-Wentworth Region, with respect to our property (Parts 3, 5, 7, 9 of attached plan/s), development has been ongoing.

1.) Part 4 was sold and a house was built on the property last summer;

2.) Dual sewer and water service was provided to Parts 2 and 3;

3.) A private catch basin was installed on Part 7 as per approved grade plan;

4.) Part 3 is tentatively scheduled to have a **"steel house"** built within the next few months;

5.) Part 7 we expect to build within 6 months.

Any revenues generated as a result of the development of our property has been used to pay development fees, i.e. local improvements, taxes, levies, etc.

Upon review of the development charges associated with Part 9 and Part 7, we have found an inequity regarding the length of frontage and/or flankage of such lands depending on whether you review the matter prior to the land severances or after.

In any event the frontages are increased by virtue of a diagonal cut across the property as a result of the curve of the road (DiCenzo Drive).

The property has not been increased as a result of the curve of the road, therefore it is our submission that the local improvement charges should be assessed against the actual property width and not on a diagonal line created by the roadway.

Mrs. Martin and I believe that this is not fair and equitable and respectfully request that you submit our request for an individual consideration in this matter.

I trust that you will arrange this issue to be scheduled before the appropriate City of Hamilton and Hamilton-Wentworth Regional Committees.

As always your kind and immediate attention is greatly appreciated.

Yours Truly

John Martin

2(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 21
File No. TEC-008-96 / Authors: H.L. Solomon/B.J. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: King Street West - Weekday Evening Peak Period Stopping Prohibition.

RECOMMENDATION:

That no change be made in the existing "No Stopping 4:00 pm. - 6:00 p.m., Monday to Friday" regulation on the north side of King Street West from Paradise Road to Sterling Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If, as per the recommendation, the regulations are not altered, there will be no cost. If the stopping prohibition were rescinded, costs for signing changes would be approximately $1000.

BACKGROUND:

Alderman Mary Kiss forwarded to the Transport and Environment Committee a petition from the Westdale Business Improvement Association. It is signed by the majority of businesses in the area, from both sides of King Street. The details from the petition (Attachment "A") are included for the information of the Committee. The petition requests that the 4:00 p.m. to 6:00 p.m. weekday stopping prohibition on the north side of King Street West be rescinded. On-street parking would then be permitted at existing parking meter locations during these times.

Traffic studies were conducted in late 1995 and early 1996, representative of typical conditions, to provide a response to this request.

CONCLUSIONS

King Street West, particularly in the westbound direction, functions as an arterial road in Hamilton's transportation system. It carries large volumes of short and long distance traffic. King and Main are the only westbound routes from the downtown core to west Hamilton, Dundas and Ancaster. At present approximately 38% of westbound traffic uses King through Westdale, and 62% uses Main. The importance of maintaining the current and future ability of this route to carry this arterial traffic flow should be considered.

On-street parking in the evening rush hours would be of benefit to the business area by providing more convenient parking. There is not, however, an insufficient supply of parking in the area currently. Traffic Division studies found parking available in and around the Westdale B.I.A. during the period.

Allowing parking in the evening rush hour will increase congestion and collisions due to additional conflicts with left turn movements, vehicles changing lanes and manoeuvring for parking spaces. Expected impacts would include brief blockages of westbound traffic. The H.S.R. has expressed concerns about the safety effects on transit operations.

Permitting parking during the evening rush hours would have a very slight (3 km/hr) reduction on travel speeds of traffic through the area.

If the change is approved, and as traffic volumes continue to increase along with congestion and safety impacts, traffic will divert to other streets. This diversion may result in increased traffic on local residential streets.

The attached analysis provides a detailed response to the request.

HLS/BJM/klk
Attach.

TRAFFIC DIVISION TECHNICAL ANALYSIS

A. Existing Conditions

King Street West is a four lane roadway. There are parking meters on the north side from Paradise to Sterling and parking meters on the south side from Sterling to Longwood (figure 1). Parking is permitted at meters on the south side at all times. Parking is permitted at the meters on the north side at all times except 4:00 p.m. to 6:00 p.m. on weekdays.

West of Sterling, parking is permitted on the north side from 4:00 p.m. to 6:00 p.m. on weekdays. Implemented about 18 months ago, this situation is satisfactory with no collisions occurring as significant numbers of westbound vehicles turn right from King onto Sterling. Delays are experienced when left-turning vehicles block through movements.

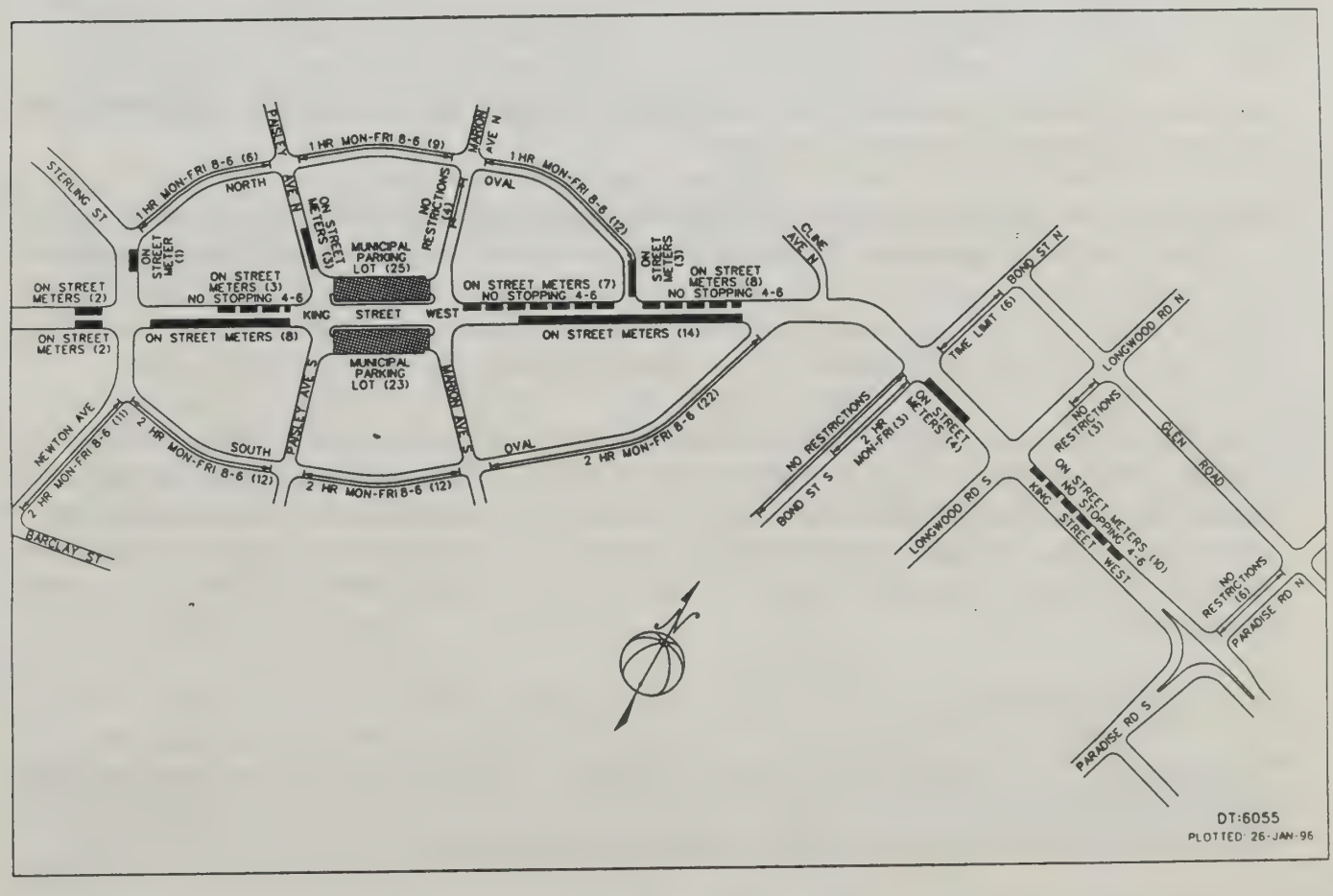


FIGURE 1
Existing Parking Regulations
King St. W. - Paradise to Sterling

Existing parking in the area is shown in Figure 1. Parking for 48 vehicles is available in the municipal lots on both sides of King between Marion and Paisley. As well, parking is available on the south side of King and on a number of side streets at metered and time limit controlled areas. A number of businesses in the area also have off-street parking lots.

B. King Street Function

King Street functions as an arterial roadway. Main and King are the only routes from downtown to McMaster, west Hamilton, Dundas and lower Ancaster. Main, from Haddon to Longwood, has three lanes eastbound and two westbound. King, through Westdale to Main via Dalewood, provides the "extra" or third lane for westbound traffic. For this reason stopping is prohibited at the parking meters in the westbound direction in the afternoon. This existing arterial function of the road was also a factor in the decision not to widen Main to three lanes westbound when reconstructed several years ago.

C. Parking Availability

A survey of parking availability in the area was conducted. The studies considered the afternoon rush hour on several weekdays.

The likelihood of finding a space at any time at each of the major locations for parking was in excess of 80%. There were always a number of choices for parking available throughout the 4 p.m. to 6 p.m. period. Parking meters on the south side of King between Marion and South Oval typically had at least six parking spaces available. The two municipal lots were well used, but it was still possible to find spaces available the majority of the time.

If approved, the advantage of the B.I.A.'s request would be in providing more convenient parking. The predominant traffic flow in the afternoon rush hour is westbound, and parking needs would be served more conveniently if the afternoon rush hour restriction is removed. However, based on field observations, the change is not required to serve the parking demands as there are usually spaces available at locations where parking is currently permitted.

D. Disadvantages

While the roadway can carry the present westbound traffic volumes in one lane, the street would simply not operate as safely or efficiently. The following situations would cause delays to through traffic or increase the number of collisions:

D.1 Left Turns Conflicts

The two municipal lots, the grocery store immediately west of Paradise and the plaza located between South Oval and Marion, have significant volumes of left turning traffic.

With parking prohibited, left turning vehicles can be passed on the right and traffic continues to flow smoothly. If parking were permitted, westbound traffic would be blocked by a left turning vehicle and parked cars on the right.

D.2 Increased Lane Changing

Intersections would still have two lanes available, but, since traffic could not travel in the right lane, more lane changing would occur, likely resulting in more collisions.

D.3 Vehicle Manoeuvring

Vehicles stopping to park at meters, especially if backing in, will block traffic.

D.4 Impact on Public Transit

King is a major bus route, serving both west Hamilton and McMaster University. In the evening rush hour buses drive and stop in the curb lane. Allowing parking means the buses would have to change lanes to pass parked cars after stopping at each of three bus stop locations. The H.S.R. has expressed concerns about the safety impacts of these additional movements. As well, buses weaving in and out of the curb lane will increase overall congestion.

The H.S.R. has indicated that buses should be able to stay within the schedule even if parking is allowed. However, under some conditions, such as inclement weather, the extra time to drive through Westdale will affect their ability to stay on schedule.

E. Traffic Speeds

The impact of on-street parking on travel speeds on the road is minimal. Studies conducted show that when parking is permitted on King 85% of all vehicles travel below 48 km/hr. When parking is prohibited, during the evening rush hour, 85% of traffic was recorded as travelling at or below 51 km/hr. Permitting parking during the evening rush hours would not have a significant impact on traffic speed.

F. Traffic Diversion

If the ability of King to carry traffic volume during the busiest hours is inhibited by permitting parking then, as traffic volumes increase, one possible outcome would be the diversion of traffic to other streets. Some of this would be to Main. While Main has some reserve capacity, allowing it to serve daily volume fluctuations and occasional peak demands, it does not have sufficient capacity to serve a large volume of traffic diverted from King.

In an effort to seek suitable alternate routes motorists will also likely resort to using local streets. While this may serve demands, such use is contrary to the concept of using arterial streets rather than local streets to serve through movements.

Attachment "A"

Westdale BIA - Petition
for removal of No-Stopping
Regulations. 1996 Jan. 11

Mary Kiss

We the undersigned, are merchants located on King St. W., bound by Paradise Rd. on the east and Sterling St. on the west and fully enclosed within the family neighborhood of Westdale. We hereby petition for the removal of the "no stopping between 4pm-6pm" signs within that area on the grounds that:

1/ Rush hour streets are designated arterial routes that collect from neighborhood feeder streets and sweep traffic along to a destination. King St. in Westdale neighborhood, is a feeder area not a thoroughfare.

2/ A rush hour route is inappropriate for a quiet family neighborhood. Crossing guards impede traffic with children making their way home from school during the same time period as cars are given a tacit approval by these signs to speed up along that same stretch of road. We prefer a safer and slower pace.

3/ At the point that King St. changes from a multi-lane one way Regional road to a tow way commercial/residential city street, there exists a connecting link (Paradise Road) designed to direct motorists to continue along the Regional arterial system. This routes them around Westdale, to Main St. which is designed for these traffic loads, where they may continue quickly to their destination. The continuing portion of King St. is a destination, not an express route.

4/ The neighborhood has three stop lights installed within the six blocks of this final "rush hour" route which significantly reduces the speed of traffic and also the efficiency of it's use as a rapid transit path.

5/ At the terminus of the rush hour area, the intersection of Newton/Sterling and King, drivers find themselves surrounded by residential areas on three sides. Drivers bound for McMaster must pass three stop signs located on Sterling (installed to slow cars) to reach the parking lot. If the driver is headed for the underground parking entrance of the hospital, they must on a non rush hour stretch through other stoplights and stop signs before reaching their destination. The rush hour route only dumps impatient drivers into a neighborhood without a quick way out and too few places to park.

6/ Many merchants lose half of the street parking in an area already noted by the city parking authority as lacking extremely in available spaces, during a time when customers should be stopping, on the way home, to shop. Instead, customers risk a heavy penalty for visiting businesses in the neighborhood they live in. Irritation of the customer with the shopkeepers is significantly increased (as they blame us for the tickets) further eroding the economy of this area. In these times of severe financial constraints, (Westdale had a 27% failure rate of businesses last year) we appreciate any consideration by the city to the potential viability of a commercial area

3 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 6

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PW96.1038)**

RECOMMENDATION:

a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
	Item	Existing 1995	Proposed 1996
i)	Curb Only	$ 72.00	$ 79.00
ii)	Sidewalks Only	$115.00	$101.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$158.00	$151.00
iv)	Roadway Only	$257.00	$260.00
v)	Alleys	$107.00	$107.00
vi)	Roadway and Curbs only (Industrial Subdivisions)	$328.00	$349.00

b) That the City Solicitor be authorized and directed to amend the Local Improvement By-law.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendations.

BACKGROUND:

The present local improvement rates were established by Council on March 14, 1995. The proposed 1996 rates reflect the changes in construction costs since the last rates were approved.

The 1996 rates have been established after reviewing actual 1995 construction costs for the various items. The rates reflect the average rateable cost for a 0.15 metre wide independent concrete curb, 1.5 metre wide concrete sidewalk, 8.5 metre wide asphalt roadway and 3.35 metre wide concrete alley.

The new rates are intended for application to projects initiated during 1996. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM/rb

c.c. A. C. Ross, City Treasurer
c.c. P. Noé Johnson, City Solicitor

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 21

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Leaf and Yard Waste Collection**

RECOMMENDATION:

1. That in accordance with the Provincial Government's 3 Rs Regulations which mandate leaf and yard waste composting, the Commissioner of Public Works and Traffic be authorized to implement a leaf and yard waste collection program in accordance with the following criteria.

   - Leaf and yard waste will be collected separately from regular household garbage and recyclables.

   - The collection period will be from April 15th to December 15th and a Christmas tree collection in January.

   - Collection will be on an every other week basis with collection days designated as per the attached Route Map Schedule A.

   - There will be no leaf and yard waste collection for statutory holidays nor will there be "make up" days for lost statutory day collections.

   - Leaf and yard waste will only be collected when properly placed at curbside and packaged in clear plastic bags with a thickness of at least 1.5 thousandths of an inch, not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or compostable paper bags not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or in suitable reusable garbage cans/containers designated by the official leaf and yard waste logo as illustrated in Schedule B; or in the case of brush and garden debris tied in compact bundles not more than four feet in length.

   - The Department of Public Works and Traffic will make available and distribute through the mail, vinyl stick on leaf and yard waste logos for use by residents in designating specific reusable containers for leaf and yard waste, on a request basis and for an amount of $1.00 each sticker.

- Leaf and yard waste will not be collected in alleyways but rather at curbside or off road sites approved through separate collection agreements.

- Each individual "lift" of leaf and yard waste ie. each bag or container of material shall not exceed 50 lbs or 22 kg.

- Grass clippings will not be collected. Property owners will be encouraged to recycle grass clippings onto their lawn, or compost grass clippings or take them directly to their local transfer stations.

2. That the Commissioner of Public Works and Traffic be authorized to inform the Citizens of Hamilton and affected agencies of the leaf and yard waste collection program through local media, promotions and educational seminars as may be required and within existing budgets.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a legal perspective, the Provincial Government has mandated, through its 3 R's Regulations that municipalities with populations over 50,000 must provide a separate leaf and yard waste management program that facilitates composting and is reasonably convenient to the generator.

Based upon staff perspectives and surveys of programs provided in comparable municipalities, as detailed in Schedules C and D, the best option for this community is a combination of the following:

- "drop off" locations as is now available at all transfer stations,
- a backyard composter program as now provided by the Region,
- a separate collection program,

The Region anticipates being capable in June 1996 of composting the City's leaf and yard waste at the Glanbrook landfill site providing that the material is delivered to the transfer stations separate from other waste and with no plastic bags. While our regular program will commence each year on April 15, in 1996 our start up will coincide with the operational start up of the Regional facility.

The program as proposed will be undertaken within previously approved funding levels with no increase to the Sanitation budget and with no full time staffing increases.

Based upon an adherence to the program as identified in the recommendations there will be no increase in staffing or funding. Of primary importance are the principles of every other week collection and the prohibition on collecting grass clippings.

The benefits to the community will be realized in long term financial and environmental savings. The composting of leaf and yard waste will save valuable landfill space while creating a reusable commodity.

The prohibition on collecting grass clippings will reduce the costs of collecting and disposing of approximately 8,000 tonnes of material each year. Most municipalities have banned grass clippings in recognition of the positive environmental aspects of composting (see Schedule E).

It should be noted that while there are increased operational costs for the separate collection of leaf and yard waste, the tipping fee for leaf and yard waste is approximately 50% of the tipping fee for regular household garbage. The reduced cost of disposing of leaf and yard waste more than offsets any incremental separate collection costs.

BACKGROUND:

The City of Hamilton has been mandated by the Provincial Government to divert leaf and yard waste from the landfill site or incineration. Historically leaf and yard waste has comprised 20 to 30 percent of household waste collected by our City forces. The biggest issue that we face is what to do with grass clippings.

Recognizing that there are many problems associated with the collection of grass clippings most municipalities are opting to ban them from curbside collection. Bagged grass clippings tend to become anaerobic rapidly and combined with the summer heat they can become an odour/rot problem in very short order.

Public Works and Traffic Department staff have recorded a 20% reduction of grass clippings in 1995 from the previous year's tonnage. This reduction can be attributed to a number of different sources including a modest City of Hamilton information campaign to encourage residents to reduce, reuse and recycle grass clippings and also from a heightened awareness from other outside agencies promoting composting and mulching. A more intensive advertising campaign informing residents of the grass clipping ban will be instituted this year.

As previously stated this program must make participation as convenient as possible for the resident. This campaign being recommended has been conceived after careful evaluation of all of the facts in order to make household separation and curbside collection as efficient and economical as possible.

CFE/rb

c.c. C. Firth-Eagland, Manager, Streets & Sanitation
c.c. A. Marshall, General Foreman, Sanitation
c.c. P. Dunn, Waste Management, Environmental Services

Schedule 'A'


WEEK 1
Week 1
Week 2
Dividing Line
LEGEND
DAY ONE
DAY TWO
DAY THREE
DAY FOUR
DAY FIVE
ONE SIDE OF STREET
City of HAMILTON
CITY OF HAMILTON
Leaf and Yard Waste Collection Routes (Week 1)
BURLINGTON ST E
BARTON ST W
BARTON ST E
KING ST W
KING ST E
MAIN ST W
MAIN ST E
FENNELL AV W
FENNELL AV E
MOHAWK RD W
MOHAWK RD E
UPPER JAMES ST
UPPER WELLINGTON ST
UPPER SHERMAN AV
UPPER GAGE AV
RYMAL RD W
RYMAL RD E
HIGHWAY NO. 6
HIGHWAY NO. 403
HIGHWAY NO. 8
OLD GUELPH RD
YORK RD
YORK BV
OSLER DRIVE
GOLF LINKS RD
UPPER PARADISE RD
UPPER HORNING RD
SOUTHCOTE RD
INDUSTRIAL DR
LAWRENCE AV
CONCESSION ST
MOUNTAIN BROW

Schedule 'A'

WEEK 2
Week 1
Week 2
Dividing Line
QUEEN ELIZABETH WY
BEACH BV
QUEEN ELIZABETH WY
BURLINGTON
BARTON ST E
BARTON ST E
BARTON ST E
BARTON
WOODWARD AV
WELLINGTON ST
WENTWORTH ST N
SHERMAN AV
KING ST E
MAIN ST E
MAIN ST E
QUEENSTON RD
HIGHWAY
CANNON ST E
KING ST
KING ST E
KING ST W
LAKE AVENUE DR
CONCESSION ST
LAWRENCE RD
LAWRENCE AV
UPPER WELLINGTON ST
UPPER WENTWORTH ST
UPPER SHERMAN AV
UPPER OTTAWA ST
UPPER KENILWORTH AV
TEMPERANCE
RYMAL RD
RYMAL RD
LEGEND
DAY ONE
DAY TWO
DAY THREE
DAY FOUR
DAY FIVE
ONE SIDE OF STREET
N.T.S.
City of HAMILTON
CITY OF HAMILTON
Leaf and Yard Waste Collection Routes (Week 2)

SCHEDULE B



SIZE APPROX. 16" (.40 m) DIAMETER

City of HAMILTON

Project ***LEAF & YARD WASTE COMPOSTING PROGRAM***

Title ***DECAL FOR OTHER PUBLIC WORKS VEHICLES***

Date ***SEPT. 1994***

Scale ***N.T.S.***

Dwg. No.

SURVEY DONE BY THE WORKS DEPARTMENT CITY OF WINDSOR

CITY	FALL LEAF COLLECTION	FREQUENCY	OTHER YARD WASTE	EMPTY BAGS @ CURBSIDE	YARD WASTE DROP OFF DEPOTS
BRANTFORD	Yes	Each Week for 7 weeks	Not with leaves. Brush collection mid Apr. 2 wks.	Yes	1 – At landfill. Two loads per day under 200 Kg. – FREE
GUELPH	Yes	1 week/year	4 times per year grass – brown bags brush – bundled	No bags. Vacuum system	1 – At landfill
LONDON	Yes	Treed areas – 2 – 3 collection/fall New Areas – 1 collection/fall	Brush – 1 – Fall 1 – Spring	Brown Bag collection system	5 locations
NIAGARA FALLS	Yes	3 collections/fall	No	Yes	1 – At Transfer Station
OAKVILLE	Yes	3 collections/fall	Brush program, Apr. 10 – Oct. 1 collection/month	No bags, Vacuum system	1 – At landfill
OSHAWA	Yes	Bi – weekly over 6 weeks. Each have 3 collections	Yes	No	1 – at transfer Site – roll out container
SARNIA	Yes	Spring – 6 coll. Fall – 6 coll.	Grass & leaves designated weeks	No	1 – At Landfill
STRATFORD	Yes	3 Fall collections	Clear bags – May – October grasscycling	No	1 – At landfill

SURVEY DONE BY THE WORKS DEPARTMENT CITY OF WINDSOR

CITY	FALL LEAF COLLECTION	FREQUENCY	OTHER YARD WASTE	EMPTY BAGS @ CURBSIDE	YARD WASTE DROP OFF DEPOTS
WATERLOO	Yes	8 weeks Vacuum System	April – November Bi–Wkly on garbage day	No plastic bags	Yes
MISSISSAUGA	Yes	April – November Every week	Included in collection	No Grass must be in clear bags.	No
ETOBICOKE	Yes	Weekly	All yard waste	Yes	No

SCHEDULE D

MUNICIPAL YARD WASTE COLLECTION PHONE SURVEY BY PUBLIC WORKS & TRAFFIC STAFF

CITY	POPULATION	FREQUENCY OF COLLECTION	EQUIPMENT	BAGS	CONTRACTOR OR MUNICIPALITY
TORONTO	2,000,000	ONCE A WEEK FROM APRIL TO END OF NOVEMBER	PACKERS	PLASTIC, DEBAGGED AT COMPOST SITE	MUNICIPAL WORKERS
COMMENTS	METRO TORONTO HAS A BY-LAW REGULATING COMPOST BUT DOES NOT ENFORCE IT MUCH, SERVICE IS GENERALLY LOOKED ON AS BEING GOOD, THEY HAVE GONE THROUGH AN EXTENSIVE ADVERTISING CAMPAIGN (GRASS CLIPPINGS WILL PROBABLY BE BANNED BY METRO IN 1996).				
BURLINGTON	129,575	BANNED GRASS CLIPPINGS FOUR LEAF PICKUPS IN FALL, ALSO VACUUM SOME AREAS TWICE	T-VAC AND PACKERS	PAPER BAGS	
COMMENTS	BURLINGTON HAS BANNED GRASS CLIPPINGS, RESIDENTS ARE ADVISED TO TAKE IT TO COMPOSTING SITES OR COMPOST AT HOME. THIS HAS NOT BEEN'LOOKED ON VERY FAVOURABLY BY THE RESIDENTS.				
LONDON	300,000	LEAF VAC IN FALL FOR SIX WEEKS	T-VAC AND FRONT END LOADERS	PAPER (BUT VACUUMED)	MUNICIPAL WORKERS
COMMENTS	LONDON HAS BANNED GRASS CLIPPINGS, RESIDENTS ARE ADVISED TO TAKE TO CITY OPERATED DEPOTS. RESIDENTS ARE NOT HAPPY AND THE PROGRAM IS BEING RE-EVALUATED IN 1996.				
BRANTFORD	81,997	CURBSIDE COLLECTION WEEKLY -SIX WEEKS SPRING/EIGHT WEEKS FALL	PACKERS	PLASTIC DE-BAGGED AT CURB	CONTRACTOR
COMMENTS	BRANTFORD RESIDENTS ARE ADVISED TO COMPOST OR LEAVE CLIPPINGS ON LAWN , NO BAN CLIPPINGS ARE JUST NOT PICKED UP.				
ST. CATHARINES	129,300	CURBSIDE COLLECTION - SIX WEEKS SPRING/SIX WEEKS FALL	PACKERS	PLASTIC DE-BAGGED AT CURB	CONTRACTOR
COMMENTS	ST. CATHARINES ADVISES THAT THE PROGRAM IS LOOKED ON FAVOURABLY BY RESIDENTS AND THEY HAD A BETTER RESPONSE AS MORE RESIDENTS BECOME AWARE.				
WINDSOR	261,800	SPRING AND FALL PICKUP EVERY THREE WEEKS	PACKERS	PLASTIC, DE-BAGGED AT CURB	MUNICIPAL WORKERS
COMMENTS	WINDSOR HAS DROP OFF DEPOTS FOR GRASS CLIPPINGS THEY ARE PLANNING ON BANNING THEM. THEY ADVISE THAT AN EXTENSIVE ADVERTISING CAMPAIGN HAS RESULTED IN THEIR PROGRAM RUNNING SMOOTHLY.				

MUNICIPAL YARD WASTE COLLECTION PHONE SURVEY BY PUBLIC WORKS & TRAFFIC STAFF

CITY	POPULATION	FREQUENCY OF COLLECTION	EQUIPMENT	BAGS	CONTRACTOR OR MUNICIPALITY
WATERLOO	71,181	PICK UP APRIL TILL NOVEMBER BIWEEKLY	PACKERS ALSO PACKER AND VACUOR GARBAGE CAN	PAPER BAG	MUNICIPAL WORKERS
COMMENTS	WATERLOO ADVISES THAT THEY HAVE GOOD RESPONSE TO THEIR PROGRAM, PAPER BAGS CAN NOT BE LEFT OUT IN THE RAIN FOR LONG.				
GUELPH	87,976	FOUR PICKUPS PER YEAR MAY, JUNE, OCT., NOV.	ONE MAN, SIDE PACKER SOME REAR LOADER	PAPER BAG JUTE BAG	MUNICIPAL WORKERS REAR LOADERS ARE CONTRACTED
COMMENTS	GUELPH INITIALLY HAD LOTS OF PROBLEMS, BUT ADVERTISING HELPED ALSO TIPPING OF COMPOSTABLE MATERIAL IS FREE FOR RESIDENTS AND THE PRIVATE SECTOR.				

SURVEY OF MUNICIPALITIES THAT HAVE BANNED GRASS CLIPPINGS

Numerous Ontario municipalities currently have some type of grass ban in place. The following lists some of these municipalities.

Halton Region

Grass clippings are accepted if delivered to one of two depots. If material is delivered by a resident to the regional depot a $5.00 fee is charged for loads up to 150 kgs. If more than 150 kgs. are delivered, the resident is charged $150.00/tonne. The City of Burlington's May 25, 1993, by-law states that the City will not pick up grass clippings at curbside. The Town of Oakville's grass clippings ban has been in place since April 1, 1993. The ban was proposed and endorsed by the Citizens Waste Management Advisory Committee.

Region Municipality of Kitchener-Waterloo

Five of 7 area municipalities have banned the curbside collection of grass clippings. Residents can, however, deliver material to three depots. The City of Waterloo has had a grass clippings collection by-law in place since January, 1993, however, residents still have 12 curbside collection days available to them if material is placed at the curb in kraft paper bags. Woolwich Township enacted a by-law in July 1992, banning grass clippings from being curbside collected. The Township of Wilmot's waste haulage contract specifies that grass clippings will not be curbside collected.

County of Northumberland

All 15 area municipalities have private collection of residential waste. Most of the collection contracts state that curbside collecting of grass clippings will increase the municipalities costs dramatically. Grass clippings are therefore not collected at curbside but residents can bring the material to the composting facility.

Clarence Township

Grass clippings are not collected at curbside; residents must bring this material to a depot (A By-law was enacted in 1992).

Municipality of Clarington

Grass clippings are not collected at curbside. A By-law was enacted in 1991. Grass is accepted at a transfer station for composting.

Pittsburgh Township

Since August 1991 grass clippings have been banned from collection but will be accepted at the compost site if delivered.

Town of Gananoque

Grass clippings are not collected at curbside; residents must deliver their grass clippings to the composting site (The By-law was enacted in 1991).

Pelham Township

In the summer of 1992 a by-law was enacted stating that grass clippings will not be collected at curbside.

Region of Durham

There is a grass clippings by-law ban in place, however, due to pressure from residents the area municipalities are still collecting material at curbside and delivering it to the Regional composting contractor.

City of Ottawa

Their Sanitation By-law was amended to exclude yard waste from regular collection but due to residential pressures, the City still collects this material.

Overall most of the municipalities contacted will accept grass clippings at a central depot for composting even if they do not collect the material at curbside. In nearly all cases a direct mail campaign was undertaken to inform the public of why this service had been discontinued and their alternatives for handling grass clippings. Most of the municipalities still provided leaf, brush and Christmas tree collection even if curbside grass clippings collection was not provided.

* excerpt taken from a Metro Works report on banning grass clippings

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 23
File No. TEC-299-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Country Club Drive between Greenhill Avenue and Capilano Drive - Parking Regulations.

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Country Club Drive between Greenhill Avenue and Capilano Drive be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

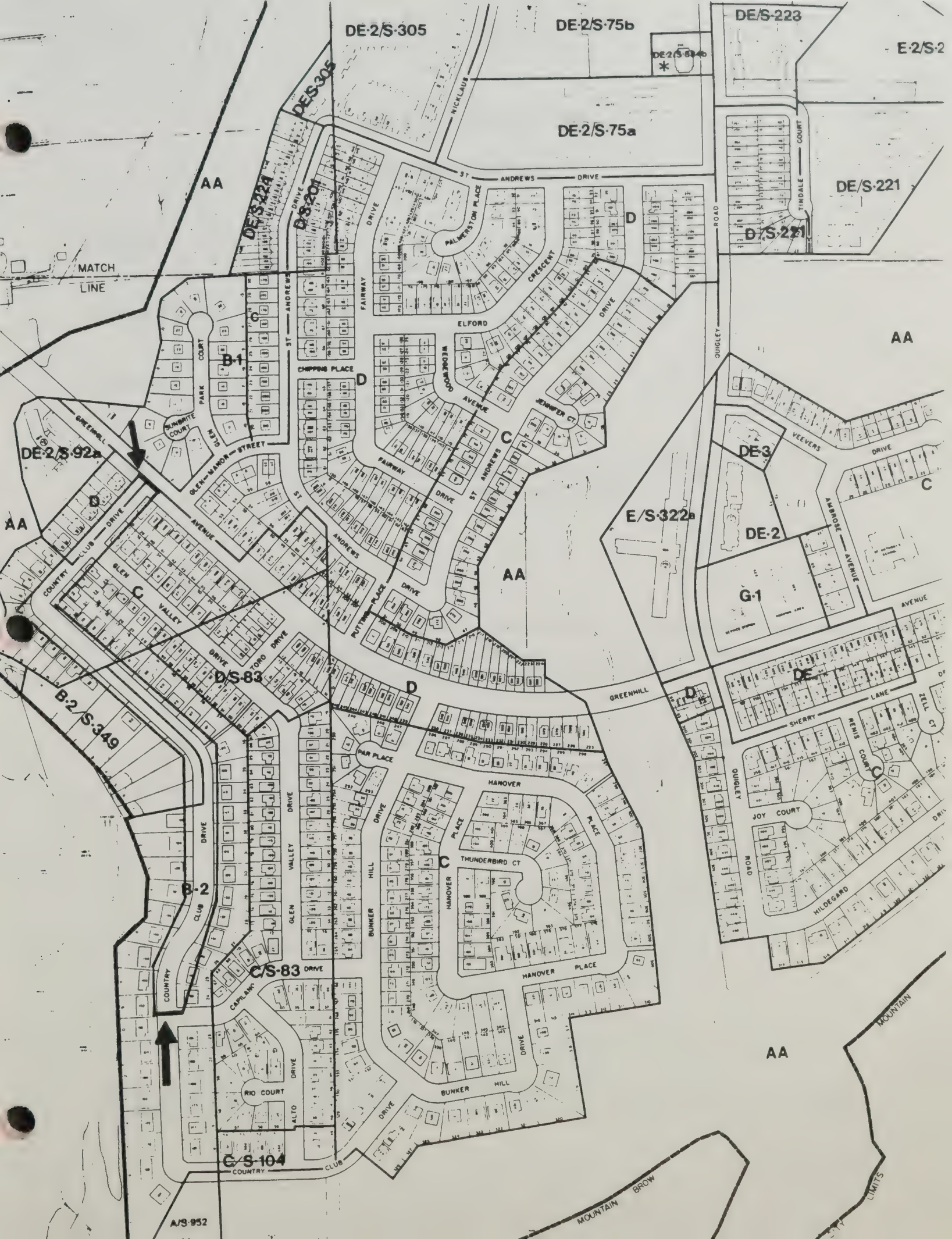
BACKGROUND:

Staff has received a petition signed by representatives of 41 of the 60 one, two and three family dwellings abutting Country Club between Greenhill and Capilano, requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. Thirty-three of the residents who signed the petition are in favour of the requested regulation, six residents are opposed and two residents expressed no opinion.

Country Club has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has

expressed concern that motorists frequently park on both sides of the street during the switch over days when parking is supposed to alternate from one side of the street to the other. This resident also stated that many of the area residents find the signs confusing. Therefore, since 55 percent of the abutting residents are in favour of the requested changes, staff concurs with the request.

dlSH/CVB/MBH/kg


DE-2/S-305
DE-2/S-75b
DE/S-223
E-2/S-2
DE-2/S-75a
DE/S-221
DE/S-224
DE/S-201
MATCH LINE
AA
D
C
B-1
DE-2/S-92a
DE-3
E/S-322a
DE-2
G-1
D/S-83
B-2/S-349
B-2
C/S-83
C/S-104
A/S-952
ST ANDREWS DRIVE
PALMERSTON PLACE
CRESCENT
ELFORD
JENNIFER CT
CHIPPING PLACE
FAIRWAY
GREENHILL
SUNBRITE COURT
PAR PLACE
HANOVER
THUNDERBIRD CT
BUNKER HILL
RIO COURT
JOY COURT
MILDEGARD
SHERRY LANE
VEEVERS DRIVE
AMBROSE AVENUE
QUIGLEY ROAD
TINDALE COURT
MOUNTAIN BROW
MOUNTAIN LIMITS

4 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 23
E308-07-H D.Berketo

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **Class 3 Site Approval - PCB Dechlorination by Rondar Inc. for The Spectator, 44 Frid Street, Hamilton, Ontario.**

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Rondar Inc. carrying out the proposed PCB dechlorination for The Spectator at 44 Frid Street, Hamilton, Ontario; and,

b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of Environment and Energy be waived so that the proposed work can be carried out as scheduled.

L. D. Turvey, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment and Energy (MOEE) has received an application from Rondar Inc. (Hamilton) for a Certificate of Approval to operate a Class

**Dechlorination of PCBs by Rondar Inc.
for The Spectator, Hamilton, Ontario**

Cont'd...

3 Mobile Destruction Site at 44 Frid Street, Hamilton, Ontario. The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

The Spectator has hired Rondar Inc. to carry out on-site PCB dechlorination of 3 936.18 litres of oil. The oil is currently in use in transformers located inside The Spectator Building, 44 Frid Street, Hamilton. The facility is located in an industrial zone.

The PCB dechlorination technology and procedures to be used by Rondar Inc. at the Hamilton Spectator site have been fully approved by the MOEE (Approval No. A840448, October 28, 1994 as amended). In total 3 936.18 litres of transformer oil, with an average PCB concentration of 1500 parts per million (ppm) will be dechlorinated to less than 2 ppm. The purified (dechlorinated) oil will be returned to the transformers for continued use. According to MOEE regulations, material which contain a contamination level greater than 50 ppm of PCBs is classified as PCB waste.

The byproduct of the Rondar Inc. process will consist of approximately 5 x 45 gallon (205 litre) drums of waste material. The waste will be packaged by Rondar Inc. for pick up by an approved receiver and carrier and taken to Philip Environmental, Rexdale Ontario facility, an MOEE approved site for further treatment.

No specific City permits are required for the work proposed by Rondar Inc. as the work will be carried out entirely on The Spectator property.

Under MOEE regulation 352, governing PCBs, the Ministry is required to notify the municipality of the proposed work once the Certificate of Approval has been issued to Rondar Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City may waive this 30 day notification period if it considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

According to Rondar's proposal the work will be carried out in two stages, taking place in April 1996 and July 1996, respectively, however the work will not commence until MOEE approval has been received. Rondar will give the City of Hamilton a 24 hour notification prior to the confirmed commencement date of work.

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 23
E308-07-H D.Berketo

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **Regional Municipality of Hamilton-Wentworth Application to Amend Provisional Certificate of Approval Nos. A130110 and A130111 for Waste Disposal Sites (Transfer) at 460 Kenora Avenue and 37 Kilbride Road, Hamilton.**

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Region's request to amend the Provisional Certificates of Approval Numbers A130110 and A130111 for waste disposal sites (Transfer), located at 460 Kenora Avenue and 37 Kilbride Road, Hamilton, respectively, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City of Hamilton By-Laws are complied with fully;

b) That a copy of this report be forwarded to the West Central Branch of the MOEE for their consideration in the amendment of the existing of the Provisional Certificate of Approval which would apply to the operation of the two (2) Hamilton based Waste Transfer Stations owned by the Region of Hamilton-Wentworth and operated by Laidlaw Energy Technologies Ltd;

L. D. Turvey, P. Eng.

Cont'd...

Region of Hamilton-Wentworth Application to Amend Provisional Certificate of Approval Nos. A130110 and A130111 for Waste Disposal Sites (Transfer)

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from the Regional Municipality of Hamilton-Wentworth requesting an amendment to the Provisional Certificates of Approval Nos. A130110 and A130111 for Waste Disposal Sites (Transfer) located at 460 Kenora Avenue and 37 Kilbride Road, both in the City of Hamilton. In keeping with established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposed amendments from a municipal jurisdictional perspective.

Laidlaw Energy Technologies Ltd., the Region's Solid Waste Management System contractor currently operates the following facilities; three (3) solid waste transfer stations (two in the City of Hamilton), the Solid Waste Reduction Unit (SWARU) and the Sanitary Landfill Site in Glanbrook. An amendment is required to the Region's current Certificates of Approval to modify the Transfer Stations in the following ways:

1) To replace of the waste loading system, consisting of conveyor belts and compactors, with a trailer toploading system using a front-end loader;
2) To collect and transfer of leaf and yard waste to the proposed composting facility at the Glanbrook Landfill, and;
3) To construct publicly accessible bunkers/containers for the organized collection and containment of leaf and yard waste as well as several other recyclable materials including Corrugated Cardboard, Newsprint/Fibres, Ferrous Metal, Non-Ferrous Metal, White Goods, Colour Separated Glass Bottles and Jars, Clean Fill, Tires, Shingles, Gyproc, Wood and Plastic.

On the basis of the responses received from the commenting agencies, staff have determined that there are no objections by any Regional and City Departments regarding the request for an amendment to the proponent's Certificates of Approval.

The comments which the MOEE staff normally receive from the City of Hamilton are considered in their final evaluation and decision in granting amendments to Certificates of Approval to the proponent.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 March 4
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 February 5

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) South side of Greenhill Avenue at Kimberly Drive

(b) South side of Robinson Street, west of James Street South

(c) West side of Dundurn Street South, north of Glenside Avenue

(d) Churchill Avenue between Buchanan Street and the Easterly Limits

(e) East side of Ambrose Avenue, north of Greenhill Avenue

ii. **Intersection Control**

(a) Intersection of Dunbar Avenue and Harmony Avenue

(b) Intersection of Brentwood Drive and Sandalwood Avenue

iii. **Miscellaneous**

(a) No. 18 Mars Avenue -
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

(b) Application to lease a portion of the east boulevard
of Kensington Avenue adjacent to
No. 162 1/2 Kensington Avenue, Kensington Gospel Hall

(c) Appointment of a Parking Control Officer

C. **CITY ENGINEER**
(Commissioner of Transportation and Environmental Services)

(i) Inadvertent Encroachment Agreements

(ii) Advertent Encroachment Agreement

D. **DIRECTOR OF PROPERTY**

Offer to Purchase - 1 Foot Reserve
Fieldway Drive - Part 1 Plan 62R-11979

E. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

(i) Information Items

(ii) Revised 1996 Transport and Environment Committee Meeting Schedule

(iii) Ontario Traffic Conference Convention '96

(iv) Solid Waste Association of North America (SWANA)
Annual Conference, Ontario Chapter, 1996

Monday, 1996 February 5
9:30 o'clock a.m.
Room 233, City Hall

2 (A)

The Transport and Environment Committee met.

There were
Present:

Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow, Vacation
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present:

Ms. B. Price, Hamilton Safety Council
Mr. E. Gera, Roman Catholic Separate School Board
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. B. Malone, Public Works and Traffic Department
Mr. H. Solomon, Public Works and Traffic Department
Mr. P. Baker, Parking Authority
Mr. G. Aston, Roads Department
Ms. S. Snider, Westdale Village B.I.A.
Mr. D. Upsdell, Westdale Village B.I.A.
Mr. K. C. Christenson, Secretary

1. **DELEGATION**

Westdale Village B.I.A. - Mr. D. Upsdell
King Street West - Weekday Evening Peak Period Stopping Prohibition

The Committee was in receipt of correspondence dated 1996 January 11 from Alderman M. Kiss to Mr. M. Hazell respecting a petition endorsed by the Westdale B.I.A. members requesting removal of the "No Stopping" signs 4 p.m. to 6 p.m. on King Street West, bounded by Paradise Road on the east side and Sterling Street on the west side.

Mr. D. Upsdell and Ms. S. Snider appeared before the Committee indicating that two issues that they would like resolved were the removal of the stop signs on Stirling Avenue and the removal of the rush hour parking as per the petition included in the agenda.

Following discussion, the Committee agreed that the item be tabled and that staff be directed to prepare a report on the 4 p.m. to 6 p.m rush hour parking regulations on King Street West from Paradise Road to Stirling Avenue for the 1996 March 4 meeting.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

(i) The minutes of the Transport and Environment Committee meeting of 1996 January 15 were adopted as circulated.

(ii) The minutes of the special Transport and Environment Committee meeting of 1996 January 24 were adopted as circulated.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **Norway Avenue between Maplewood Avenue and Afton Avenue**

The Committee was in receipt of a report dated 1996 January 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing full-time "Permit Parking" regulation on the west side of Norway Avenue between Maplewood Avenue and Afton Avenue be revised such that it is in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Summit Avenue**

The Committee was in receipt of a report dated 1996 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the west side of Summit Avenue commencing at Concession Street and extending to a point 128 feet northerly therefrom be revised such that the regulation commences at Concession Street and extends to a point 154 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Annapolis Way between Acadia Drive and Beaverton Drive**

The Committee was in receipt of a report dated 1996 January 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Annapolis Way between Acadia Drive and Beaverton Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **East side of Champlain Avenue between Catalina Drive and Greenford Drive**

The Committee was in receipt of a report dated 1996 January 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the east side of Champlain Avenue which commences at Catalina Drive and extends northerly to Greenford Drive be revised to allow unrestricted parking on the east side of Champlain Avenue commencing 96 feet north of the extended south curb line of Catalina Drive and extending 95 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersection of Dalewood Avenue and Gary Avenue**

The Committee was in receipt of a report dated 1996 January 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the City Traffic By-law No. 89-72 be amended to allow for the existing westbound stop sign on Gary Avenue at Dalewood Avenue.

(b) **Intersection of Glow Avenue and Knox Avenue**

The Committee was in receipt of a report dated 1996 January 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound stop control be implemented at the intersection of Glow Avenue and Knox Avenue such that the intersection will be controlled by a four-way stop and that the City Traffic By-law No. 89-72 be amended accordingly.

(iii) **Miscellaneous**

(a) **School Bus Loading Zone on Wildewood Avenue adjacent to St. Margaret Mary School**

The Committee was in receipt of a report dated 1996 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Wildewood Avenue be extended 36 feet westerly such that it commences 65 feet east of Brentwood Drive and extends 201 feet easterly and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 57 MacAuley Street West**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 January 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of MacAuley Street West commencing at a point 269 feet west of MacNab Street North and extending to a point 16 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Paula Fernandes, No. 57 MacAuley Street West.

(c) **School Bus Loading Zone on Dover Drive**
adjacent to Sir Isaac Brock School

The Committee was in receipt of a report dated 1996 January 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Dover Drive commencing at a point 94 feet west of Greenford Drive and extending 40 feet westerly therefrom be revised such that the regulation commences 54 feet west of Greenford Drive and extends 122 feet westerly; and,

(b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Owen Place commencing at a point 75 feet west of Greenford Drive and extending 117 feet westerly be removed; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **East Side of East 26th Street**
North of Queensdale Avenue, Taxi Stand

The Committee was in receipt of a report dated 1996 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 26th Street commencing at a point 207 feet north of Queensdale Avenue and extending 80 feet northerly and the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 118 Stirton Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 January 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Stirton Street commencing at a point 36 feet north of Cannon Street East and extending to a point 18 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Celine Martin, No. 118 Stirton Street.

(f) **Upper Sherman Bus Route - Bus Stop Removals**

The Committee was in receipt of a report dated 1996 January 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed:

Route No. 24 Upper Sherman

Delete - Westbound -	Beaverton Drive, north side 100 feet west of the centre line of Upper Sherman Avenue (F/S); and,
Delete - Eastbound -	Acadia Drive, south side, 95 feet west of the centre line of Upper Sherman Avenue (N/S); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Stuart Street between Bay Street North and Queen Street North - Removal from Through Street System**

The Committee was in receipt of a report dated 1996 January 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That Stuart Street between Bay Street North and Queen Street North be removed from the "Through Street" system, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 331 Fairfield Avenue North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 January 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue North commencing at a point 243 feet south of Vansitmart Avenue and extending to a point 21 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Marion Papps, No. 331 Fairfield Avenue North.

(i) **No. 129 Picton Street East**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 January 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Picton Street East commencing at a point 115 feet east of Mary Street and extending to a point 25 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Patricia Barr, No. 129 Picton Street East.

(j) **Towing of Vehicles Parked in**
Contravention of Municipal By-laws

The Committee was in receipt of a report dated 1996 January 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That approval be given for the use of a single towing agency for vehicles towed through the Public Works and Traffic Department; and,

(b) That Lockwood Motors Limited be selected as the towing agency to provide the towing and storage service; and,

(c) That approval be given to transfer the function of "Priority By-law" towing from the Hamilton-Wentworth Regional Police Department to the Public Works and Traffic Department, effective 1996 February 15.

(k) **Supply and Delivery of Sign Blanks**

The Committee was in receipt of a report dated 1996 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a purchase order be issued to Guild Electric Limited, Scarborough, Ontario, for the supply and delivery of sign blanks as and when required during 1996 by the Traffic Division, being the lowest of four bids on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $65,000. be financed through the Traffic Signs Materials Account No. CH56152 75999, and;

(b) That a purchase order be issued to Canadian Roadway Products, North York, Ontario, for the supply and delivery of sign blanks as and when required during 1996 by the Traffic Division, being the lowest of four bids received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $50,000. be financed through the Traffic Signs Materials Account No. CH56152 75999.

(l) **Rymal Road East, South Side from Upper James Street to Springside Drive - Amending Local Improvement By-law for Increased Costs for Sidewalks**

The Committee was in receipt of a report dated 1996 January 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the By-law to amend By-law No. 95-155 be enacted to authorize the increased costs of construction of local improvements of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive.

C. <u>CITY ENGINEER</u>
(Commissioner of Transportation/Environmental Services)

(i) **Encroachment Agreements**

The Committee was in receipt of a report dated 1996 January 26 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "A", attached hereto, be approved during the pleasure of Council, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

(ii) **Encroachment Agreement**
5 - 7, 9 - 11 Rockwood Place
362 - 366 John Street South
21 - 25 Mountwood Avenue, Louisa Avenue

The Committee was in receipt of a report dated 1996 January 30 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of L.A.J.J. Enterprises Inc. to erect and maintain the following encroachments at the condominium complex comprised of 5-7, 9-11 Rockwood Place, 362-366 John Street South and 21-25 Mountwood Avenue:

(a) Onto Rockwood Place:
6 Sets of steps measuring 0.46m X 1.66m

(b) Onto John Street South:
2 Sets of steps measuring 0.46m X 0.77m
Portion of retaining wall measuring 0.30m X 0.70m; and,

(c) Onto Mountwood Avenue:
2 sets of steps measuring 0.46m X 0.74m
Portion of a retaining wall measuring 0.30m X 0.83m; and,

(d) Onto Louisa Avenue:
Proposed New Jersey barrier measuring 82m in length
Paving measuring 2.0m X 63.0m; and,

be approved during the pleasure of Council, provided:

(i) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(ii) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement; and,

(iii) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment.

(iii) **Acquisition of Land required for Roadway Purposes - Eaglewood Estates Phase 2, Extension of Elmore Drive**

The Committee was in receipt of a report dated 1996 January 29 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That, the Director of Property be authorized to negotiate with the following owners for the acquisition of a portion of their lands required for the extension of Elmore Drive in the Eleanor Neighbourhood. The necessary expenditures are to be charged to Account No. CH5X323 00107 (Services Through Unsubdivided Lands):

Property		Owner
(i)	Part of 1472 Upper Gage Avenue Part 2, Plan 62R-11322	John and Barbara Crockett
(ii)	Part of 1476 Upper Gage Avenue Part 3, Plan 62R-11322	Joseph and Joan Salgo
(iii)	Part of 1490 Upper Gage Avenue Part 4, Plan 62R-11322	Gene and Helen Lee and Daniel Alvey
(iv)	Part of 1496 Upper Gage Avenue Part 5, Plan 62R-11322; and,	Bertinella Zanesco, In Trust

(b) That in the event that the Director of Property is unsuccessful in negotiating the purchase of the required lands on or before 1996 April 30, the City Solicitor be authorized and directed to initiate expropriation proceedings, and the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value. The costs are to be charged to Account No. CH5X323 00107 (Services Through Unsubdivided Lands).

(iv) **City of Hamilton's "Flat Rate Fee" for the Recovery of Servicing Costs Associated with 0.30 metre Reserves**

The Committee was in receipt of a report dated 1996 January 18 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the City's present "Flat Rate Fee" of $ 300. per metre of property frontage and/or flankage, applied to all outstanding City of Hamilton municipal servicing costs recovered along 0.30 metre reserves, remain unchanged for 1996.

(v) **Banner Application - Hamilton and District Sledge Hockey Association**

The Committee was in receipt of a report dated 1996 January 31 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of the Hamilton and District Sledge Hockey Association to display a promotional banner across Main Street West in front of City Hall from 1996 February 3 to 1996 February 4 and from 1996 February 10 to 1996 February 11 with the message "Wendy's International Sledge Hockey Tournament".

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1996 February 5 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received:

Date	From	Subject	Date Distributed
1996 January 9	Commissioner of Works and Traffic	1996 Street Tree Trimming Programme	1996 Public
1996 January 15	Commissioner of Public Works and Traffic	Tree Trimming Around Low Voltage Residential Aerial Service Wires	1996 January

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) **Sale of Surplus Cobblestone**

The Committee was in receipt of a report dated 1996 January 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic be authorized to sell surplus cobblestone salvaged from Ferguson Avenue; and,

(b) That the revenue from the sale of these cobblestones be credited to Account No. 60144 51401 Sidewalk Special Projects to offset the Department's costs of preparing the stones for sale and to facilitate restoration of interlock paving stone surfaces throughout the City in 1996.

(b) **Sesquicentennial Symbol for Concrete Stamping**

The Committee was in receipt of a report dated 1996 January 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That one of the stylized symbols as illustrated in Appendix "A", attached hereto, to be selected by the Co-Chairs of the Sesquicentennial Celebrations Committee, commemorating Hamilton's 150th sesquicentennial year be approved as a logo to be used for stamping all civic concrete poured during 1996; and,

(b) That the Commissioner of Public Works and Traffic be authorized to prepare concrete stamps using the approved logo and further to stamp all civic concrete poured in the City of Hamilton in 1996.

Note: Alderman Merling recorded opposed.

Alderman Agro assumed the Chair.

4. MAYOR R. M. MORROW

Ceremonial Street Designation to Honour Composer Franz Liszt

The Committee was in receipt of correspondence dated 1995 October 20 from Mayor R. M. Morrow respecting the ceremonial designation of a downtown street in honour of composer Franz Liszt.

Mayor Morrow spoke to the issue and suggested that an appropriate location for this commemorative street designation would be on MacNab Street between King Street and Main Street beside Hamilton Place.

Following discussion, the Committee agreed that the item be tabled and that staff be directed to report back on the matter at the 1996 March 4 meeting.

5. OTHER BUSINESS

Truck Maintenance/Safety

Ms. Price raised the issue of truck maintenance and safety in the City of Hamilton and questioned which authority was responsible for ensuring compliance with safety standards. Mr. Lobo responded that the Province oversees truck inspections in the City and Region.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1996 February 5

/mjw

2(B)(1)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 18
File No. TEC-030-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Greenhill Avenue at Kimberly Drive - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the south side of Greenhill Avenue commencing 102 feet west of the west curb line of Kimberly Drive and extending 79 feet east of the east curb line of Kimberly Drive and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Fred Eisenberger has advised of concerns from St. Chrisopher School regarding traffic congestion on Greenhill Avenue at Kimberly Drive adjacent to the school. The concern is a result of parents picking up/dropping off their children at school and stopping within the intersection impeding the vision of motorists and children attempting to cross Greenhill at this intersection. The school has attempted several times to advise parents on the appropriate locations to park to eliminate the visibility problem, but to no avail. They are thus requesting that "No Stopping" regulations be installed in the immediate vicinity of the school.

Staff met with Alderman Eisenberger and the school principal on 1996 January 26, and confirmed the problem. The south side of Greenhill is currently signed "No Parking" while the north side of Greenhill is unrestricted and residents in the area have off-street parking available thus there will be no impact on residential parking in this area. Therefore staff concurs with the request.

TA/MBH/kg


KIMBERLY
DRIVE
GREENHILL
AVENUE
DUMBARTON
ROSEDALE
AVENUE
MONTROSE
AVENUE
DUNDONALD
AVENUE
FERNDALE
AVENUE
CLOVERDALE
AVENUE
STEWARTDALE
AVENUE
ABERFOYLE
AVENUE
COCHRANE
AVENUE
ROSSEAU
ROAD
MALTA
DRIVE
H.E.P.C.
CHAMCOTE
ROAD
SHIELD
AVENUE
ERIN
AVENUE
HELIGAN PL.
ROAD
HIXON
RAILWAYS
DUNKIRK
DRIVE
BRYAN
COURT
RADCLIFFE
COURT
SCOTIA
AVENUE
COURTNA
CRESCENT
FENNELL AVE E.
BOULEVARD
MOUNTAIN
BROW
NATIONAL
CANADIAN
RAILWAYS
CANAL
A
B
C
D
G
K/S 967

2(b)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 12
File No. TEC-035-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Robinson Street, west of James Street South - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Robinson Street which commences 260 feet east of MacNab Street South and extends easterly to James Street South, be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of removing the subject signs.

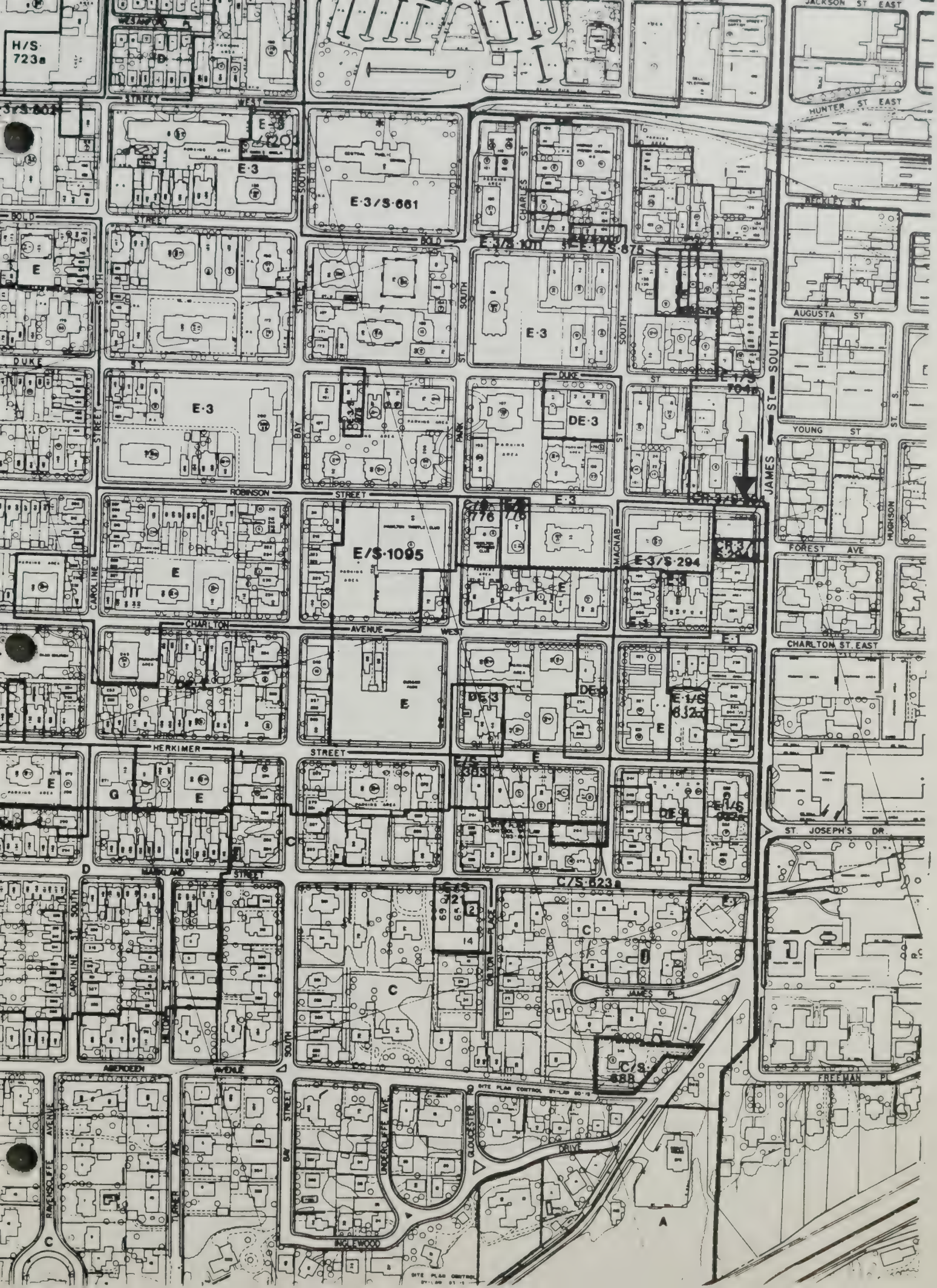
BACKGROUND:

Staff has received a request to remove the existing evening rush hour stopping prohibition on the south side of Robinson, immediately west of James, to provide four additional metered parking spaces during the evening rush hour.

Robinson has a 30 foot pavement width, and presently, on the south side there are four metered parking spaces in conjunction with a "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation from James to 129 feet westerly. The remaining westerly portion of the block is signed with a "No Parking" regulation. The north side of Robinson is controlled by metered parking as well as a "No Stopping" regulation from James to 114 feet westerly.

The subject "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation was implemented in 1967 to facilitate traffic movement during the evening rush hour. However, staff has confirmed that traffic volumes on Robinson no longer warrant the evening rush hour stopping prohibition as the P.M. peak hour traffic volumes of 132 vehicles/hour are relatively low for a three lane roadway. Therefore, it would be appropriate to remove the evening rush hour stopping prohibition from the south side of Robinson, west of James. The removal of the subject "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation will allow the four metered parking spaces to be used on a full-time basis. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


H/S 723a
E-3
E-3/S-661
E-3/S-1011
E-3/S-675
E-3
E-3
DE-3
E/S-1095
E-3/S-294
DE-3
DE-3
DE-3
C/S-623a
C/S 888
JACKSON ST EAST
HUNTER ST EAST
AUGUSTA ST
YOUNG ST
FOREST AVE
CHARLTON ST. EAST
ST. JOSEPH'S DR.
FREEMAN PL
JAMES ST SOUTH
BOLD STREET
DUKE STREET
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
INGLEWOOD DRIVE
GLOUCESTER DRIVE
ST JAMES PL
CAROLINE ST SOUTH
BAY STREET
MACNAB
CHARLES ST
BAY PARK
HUGHSON

2 (B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 15
File No. TEC-036-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of Dundurn Street South, north of Glenside Avenue - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Dundurn Street South commencing at a point 46 feet north of Glenside Avenue and extending to a point 20 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

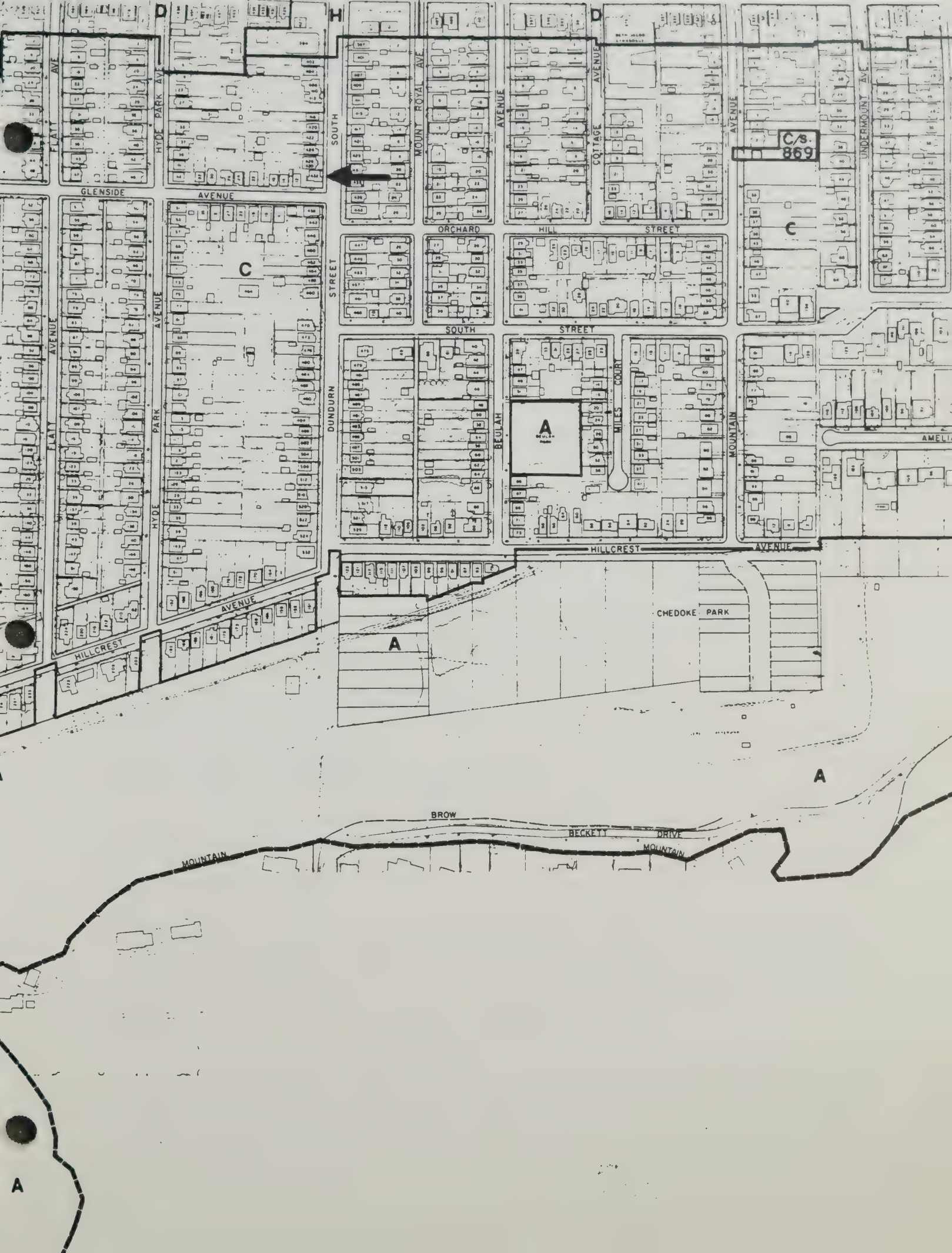
BACKGROUND:

Staff has received a request from Ms. Dorothy Carey, 432 Dundurn Street South, that a "No Parking" regulation be implemented on the west side of Dundurn in front of her home, to allow her to unload groceries since she does not have a driveway.

Presently, on the west side of Dundurn in this area, there is a "No Stopping" corner clearance from Glenside to 66 feet northerly and a "Permit Parking" regulation for a disabled resident immediately north of the "No Stopping" corner clearance. There is unrestricted parking on both sides of the street for the remainder of the block. The "No Stopping" corner clearance was implemented in 1988 upon request by an area resident.

A site investigation has revealed that the existing "No Stopping" corner clearance could be shortened without compromising public safety, to provide a "No Parking" area where Ms. Carey could load and unload her vehicle in front of her house. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


GLENSIDE
AVENUE
HYDE PARK AVE
SOUTH
MOUNT ROYAL AVE
AVENUE
COTTAGE
AVENUE
C/S
869
UNDERMOUNT AVE
ORCHARD
HILL
STREET
STREET
SOUTH
STREET
DUNDURN
BEULAH
MILES
COURT
MOUNTAIN
AMELI
HILLCREST
AVENUE
CHEDOKE PARK
HILLCREST
AVENUE
BROW
BECKETT
DRIVE
MOUNTAIN
A
C
A
A
A

2(6)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 19
File No. TEC-039-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Churchill Avenue between Buchanan Street and the Easterly Limits - Parking Regulations

RECOMMENDATION:

That a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Churchill Avenue from Buchanan Street to the easterly limits of Churchill Avenue and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

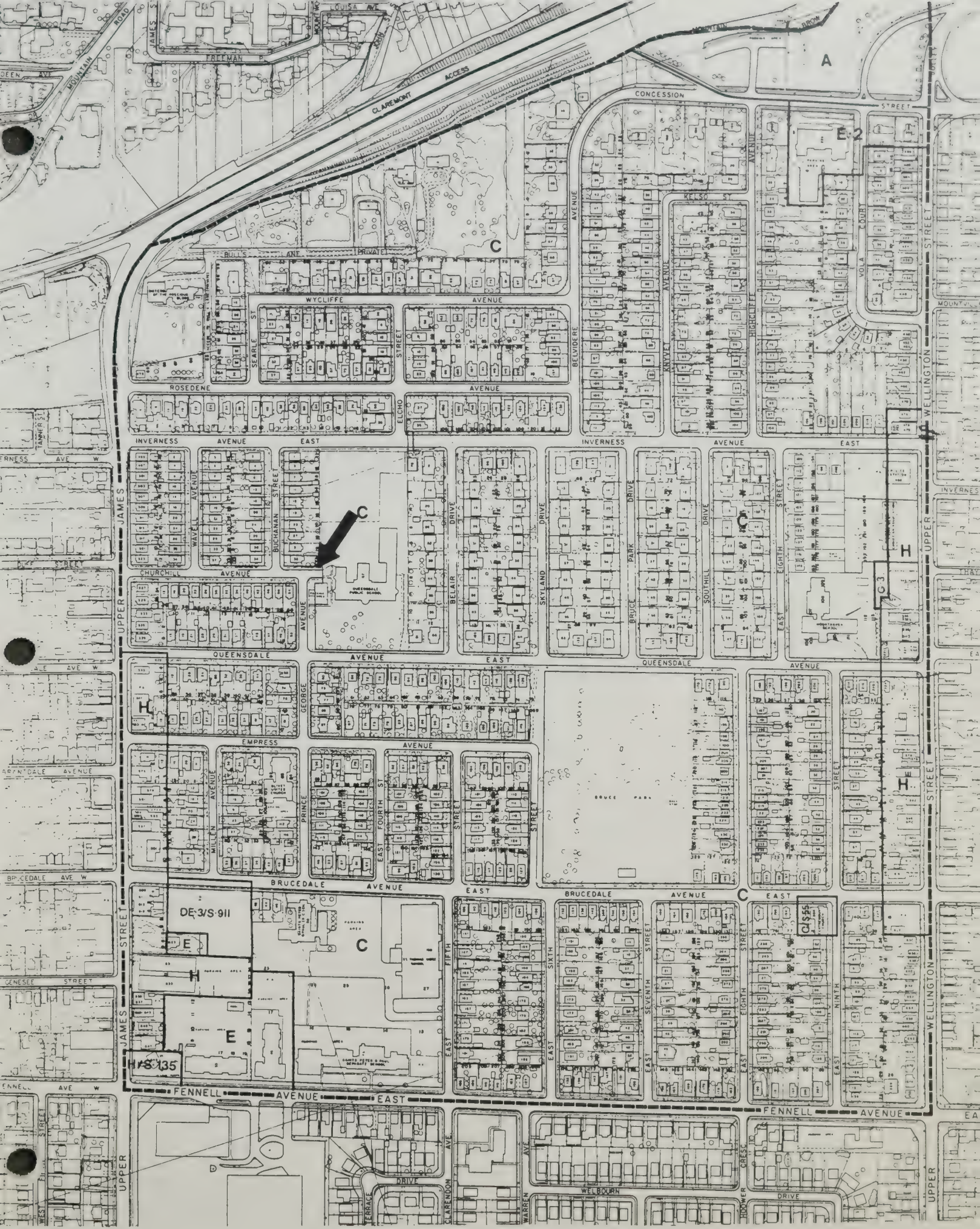
BACKGROUND:

Staff has received a request from Ms. Gail Belisario the principal of Queensdale School to implement a "No Stopping" regulation on Churchill Avenue adjacent to the school. She is concerned that the area is very congested at entry/dismissal times. This section of Churchill Avenue "dead ends" at the school and as a result parents are using the area of Churchill as a parking lot in total disregard to the safety of children.

Currently, both sides of Churchill has unrestricted parking with the school on the south side and a single residential property on the north side. The residential property has a driveway onto Churchill. The homeowner was contacted by staff to explain the concerns of the school and the suggested proposal. The homeowner agreed that a problem exists and in fact has difficulty

accessing his driveway at times due to parents loading/unloading. The homeowner agreed that some action is required and that the implementation of a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation would be endorsed by their household. This regulation will address the concerns of the school while at the same time allow parking to occur outside of school times. Therefore, staff concurs with this request.

TA/MH/kg


CLAREMONT ACCESS
CONCESSION STREET
WYCLIFFE AVENUE
ROSEDENE AVENUE
INVERNESS AVENUE EAST
CHURCHILL AVENUE
QUEENSDALE AVENUE EAST
EMPRESS AVENUE
BRUCEDALE AVENUE EAST
FENNELL AVENUE EAST
JAMES STREET
UPPER JAMES STREET
WELLINGTON STREET
UPPER WELLINGTON STREET
DE-3/S-911
H/S-135
C$55
BRUCE PARK
WELBOURN DRIVE

2(BX.)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 19
File No. TEC-040-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East side of Ambrose Avenue, north of Greenhill Avenue - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" regulation on the east side of Ambrose Avenue which commences at Greenhill Avenue and extends to a point 169 feet northerly therefrom, be shortened such that the regulation commences at Greenhill Avenue and extends 40 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

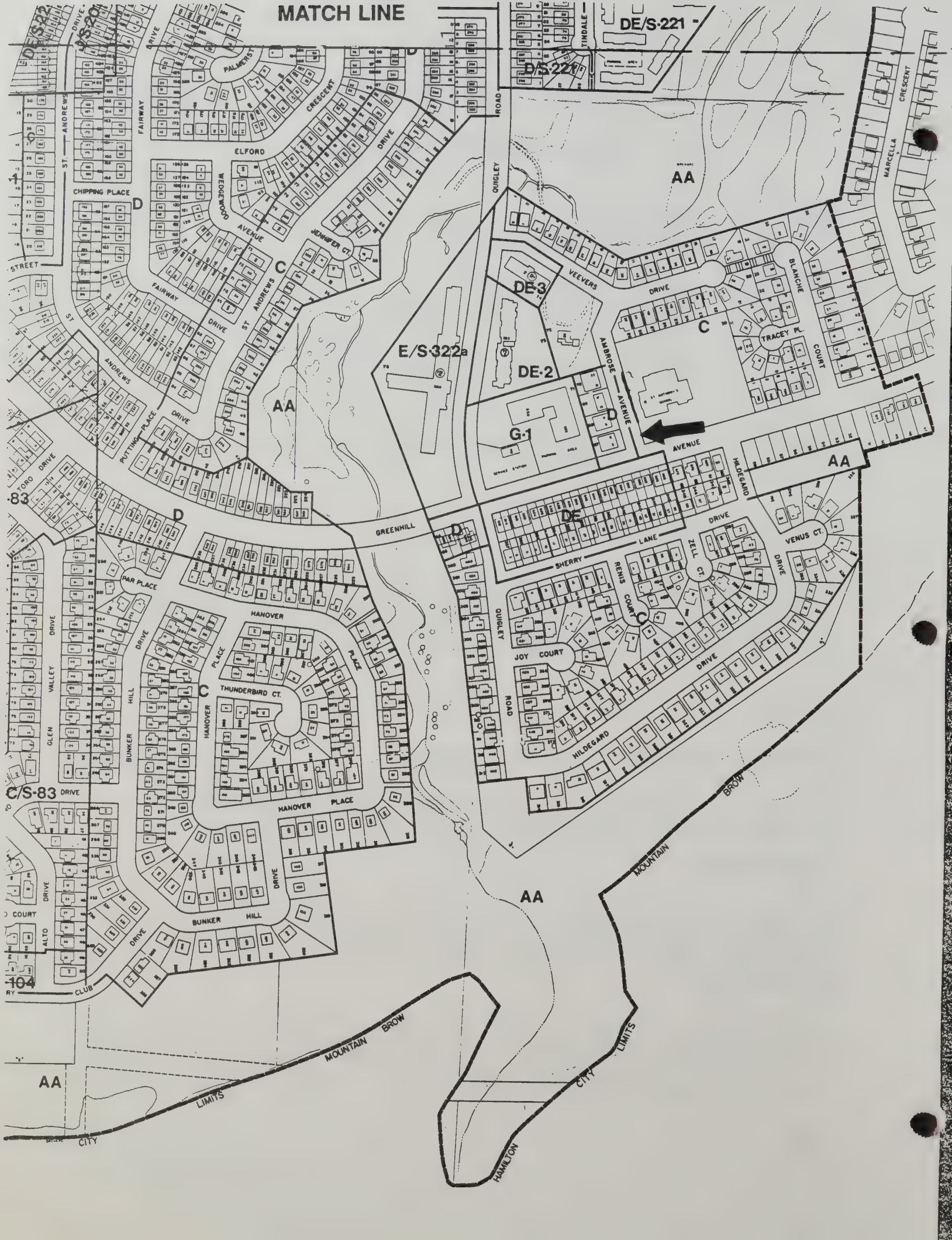
Sufficient funds are provided in the 1996 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Gerda Morrow the principal of St. Anthony's School to remove a portion of the "No Stopping" regulation on Ambrose Avenue adjacent to the school to allow additional curb side space for parents to pick up/drop off their children during school entry and dismissal times.

Although parking is unrestricted on the west side of Ambrose Avenue the principal states that there is still insufficient area for parents to park. Shortening the "No Stopping" regulation will not compromise public safety, since the regulation will be retained in the critical pedestrian crossing area. Therefore, staff concur with this request.

TA/MH/kg


MATCH LINE
DE/S-221
D/S-221
E/S-322a
DE-3
DE-2
G-1
C/S-83
AA
DE
C
D
PALMERST CRESCENT
ELFORD
JENNIFER CT.
WEDGEWOOD AVENUE
CHIPPING PLACE
FAIRWAY DRIVE
ST ANDREWS DRIVE
PUTTING PLACE
TORO DRIVE
VALLEY DRIVE
GLEN DRIVE
BUNKER HILL DRIVE
PAR PLACE
HANOVER PLACE
THUNDERBIRD CT.
GREENHILL
QUIGLEY ROAD
VEEVERS DRIVE
AMBROSE AVENUE
TRACEY PL. COURT
BLANCHE DRIVE
MARCELLA CRESCENT
HILDEGARD AVENUE
SHERRY LANE
RENIS COURT
ZELL CT.
VENUS CT.
JOY COURT
MOUNTAIN BROW
CITY LIMITS
HAMILTON

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 12
File No. TEC-034-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Dunbar Avenue and Harmony Avenue - Intersection Control

RECOMMENDATION:

That northbound traffic on Harmony Avenue be required to stop for eastbound and westbound traffic on Dunbar Avenue and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Ed Piner, 180 Harmony Avenue, that stop control be implemented at the intersection of Dunbar and Harmony. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Harmony be required to stop for eastbound and westbound traffic on Dunbar.

SH/CVB/MBH/kg


J/S-837
M-S-837
G-3
CANADIAN NATIONAL RAILWAYS
DUNBAR AVENUE
MERCHISON AVENUE
VANSITMART AVENUE
HARRISON AVENUE
BARTON STREET EAST
NEWLANDS AVENUE
ALBANY AVENUE
HOPE AVENUE
ALLAN AVENUE
BRITANNIA AVENUE
CANNON STREET EAST
ROXBOROUGH AVENUE
KENILWORTH AVENUE NORTH
ARCHIBALD STREET
HARMONY AVENUE
DIVISION STREET
COPE STREET
TRAGINA AVENUE
WEIR STREET
FAIRFIELD AVENUE
PALING AVENUE
H
C
DE

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 16
File No. TEC-038-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Brentwood Drive and Sandalwood Avenue - Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Brentwood Drive and Sandalwood Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

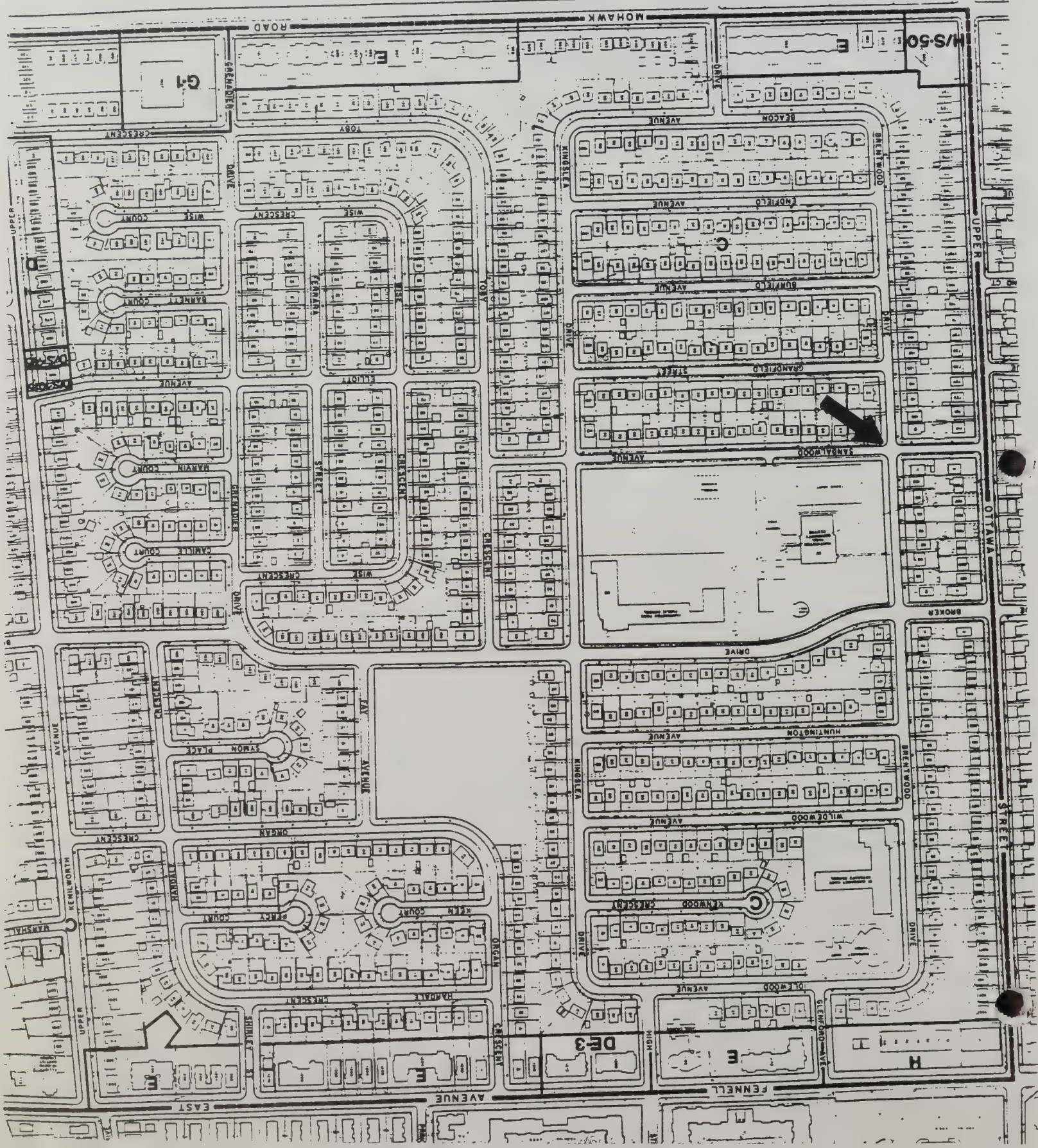
Sufficient funds are available in the 1996 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Staff has received a request from Laurie Davis, 9 Beacon Avenue, requesting an investigation into the need for four-way stop control at the intersection of Brentwood and Sandalwood. The subject intersection is currently controlled by north/south stop signs and meets at least one of the criteria respecting the use of all direction stop control since it is immediately adjacent to an unfenced playground/park/recreation centre and is in close proximity to Huntington Park School. Therefore, staff concurs with the request.

TA/MH/kg

TEC-038-96-


MOHAWK ROAD
UPPER OTTAWA STREET
FENNELL AVENUE EAST
G-1
E
H/S-50
DE-3
H
BEACON AVENUE
BRENTWOOD AVENUE
ENDFIELD AVENUE
BUMFIELD AVENUE
GRANDFIELD STREET
SANDALWOOD AVENUE
HUNTINGTON AVENUE
WILDEWOOD AVENUE
GLENWOOD CRESCENT
OLEWOOD AVENUE
GLENFORD DRIVE
KINGSLEA DRIVE
TOBY CRESCENT
WISE CRESCENT
FERNLEA DRIVE
ELLIOTT CRESCENT
BARNETT COURT
BARVIN COURT
CAMILLE COURT
GREENRIDGE CRESCENT
SYMON PLACE
DUNCAN CRESCENT
FAY AVENUE
KELLY COURT
HAMDALE CRESCENT
KENILWORTH AVENUE
WANSHAW
SHIRLEY ST.
HIGH
BROOKER

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 January 30
File No. TEC-031-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 18 Mars Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Mars Avenue commencing at a point 163 feet east of Emerald Street North and extending to a point 20 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

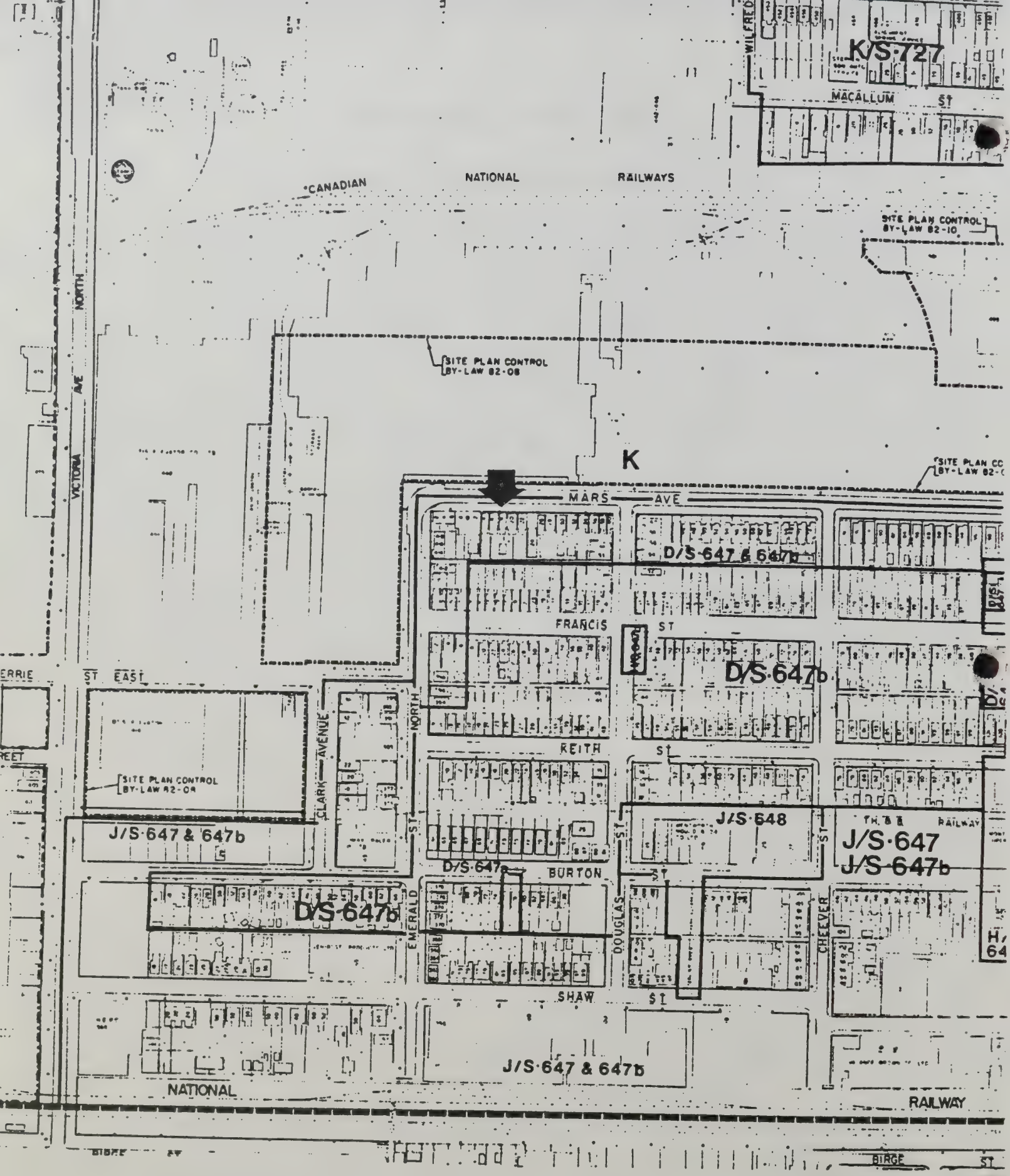
Sufficient funds are available in the 1996 budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from a nearby resident that the existing "Permit Parking" regulation on the south side of Mars in front of 18 Mars Avenue be removed since the homeowner has recently passed away. Staff has attempted to contact the relatives of the homeowner for some time to confirm this but has had no success. However, the home is now vacant and for sale. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the south side of the street.

SH/CVB/MBH/kg


K/S-727
MACALLUM ST
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
VICTORIA AVE NORTH
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
REITH ST
SITE PLAN CONTROL BY-LAW 82-09
CLARK AVENUE
J/S-647 & 647b
J/S-648
T.H.&B. RAILWAY
J/S-647
J/S-647b
D/S-647b
BURTON ST
EMERALD ST
DOUGLAS ST
CHEEVER ST
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
BIRGE ST

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 2
File No. TEC-032-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Application to lease a portion of the east boulevard of Kensington Avenue adjacent to No. 162 1/2 Kensington Avenue, Kensington Gospel Hall.

RECOMMENDATION:

That the application of Hugh Whyte, Treasurer of the Kensington Gospel Hall, 162 1/2 Kensington Avenue, to lease a portion of the east boulevard of Kensington Avenue adjacent to No. 162 1/2 Kensington Avenue be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current rate is $62.40 per space per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

ii) the owner pays a one time $50.00 registration fee, as approved by the City Council on 1986 January 14.

iii) the owner pays a one time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12.

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

v) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense.

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $124.80 per year.

BACKGROUND:

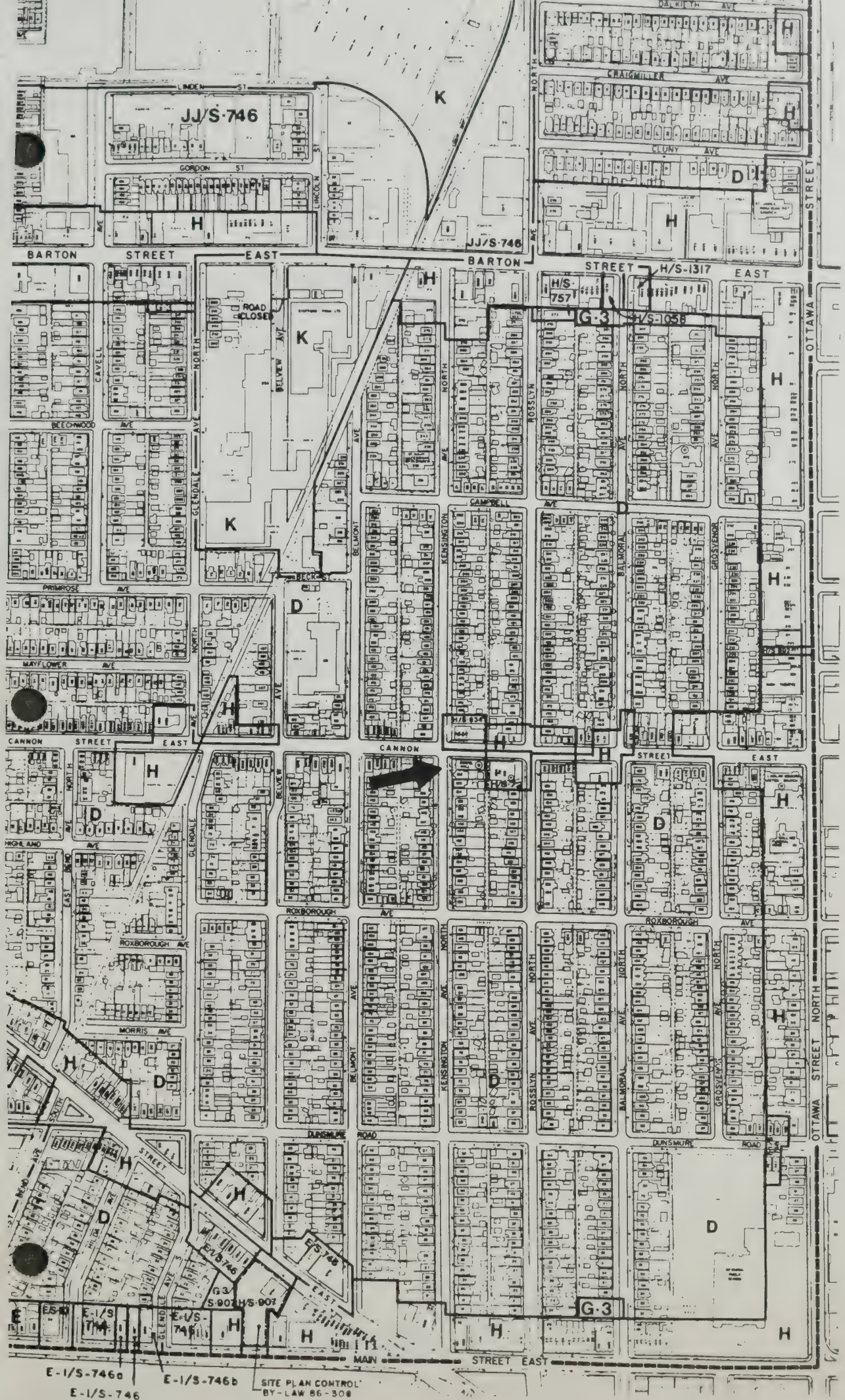
Hugh Whyte, Treasurer of the Kensington Gospel Hall, 162 1/2 Kensington Avenue, has applied for permission to lease a portion of the road allowance of Kensington Avenue adjacent to the institutional property at No. 162 1/2 Kensington Avenue to park two vehicles.

The application has been reviewed by the Traffic Division, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Division as well as a cheque in the amount of $413.10 which represents the first annual leasing fee ($133.54 including G.S.T.) and encroachment insurance ($10.00), as well as the one time registration fee ($50.00) and one time processing fee ($219.56 including G.S.T.).

MH/CVB/ca

c.c. P. Noé Johnson, City Solicitor
Law Department


JJ/S-746
BARTON STREET EAST
BARTON STREET EAST
H/S-1317
H/S 757
G-3
H/S-1058
ROAD CLOSED
CANNON STREET EAST
CANNON STREET EAST
ROXBOROUGH AVE
DUNSMURE ROAD
MAIN STREET EAST
OTTAWA STREET NORTH
E-I/S-746a
E-I/S-746
E-I/S-746b
SITE PLAN CONTROL BY-LAW 86-308

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 February 16
File No. TEC-037-96 / Author: W. Young

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Appointment of a Parking Control Officer.

RECOMMENDATION:

That, in accordance with Section 15(1) of the Police Services Act, 1990, the following person be appointed as a Parking Control Officer:

"Terry Paul"

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City of Hamilton now has a policy to carry two Commissionaires on a supplementary list to fill in for vacations and sickness, and it will be necessary to appoint them under the Police Services Act.

WY/ca

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: February 26, 1996
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-96-09)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

per: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: March 12, 1996

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual	File Number
Cope Street	88 Cope Street	G.G. & R. Wells	Portion of front steps measuring 1.219m x 0.610m	138/20	T103 50 1214
Roxborough Avenue	127 Fairfield Avenue	L. Therrien	Portion of a frame shed measuring 2.377m x 2.286m x	138/20	T103 50 1222
Webber & Victoria	2 & 4 Webber Avenue	B. Szajman	Portion of retaining wall measuring 13.411m x 1.256m encroaching onto Victoria Ave Steps measuring 3.2m x 1.655m encroaching onto Webber Ave	138/20	T103 50 1223
Glendale Avenue	155 Glendale Avenue	G.G. Hillier	Portion of concrete steps measuring 0.229m x 0.838m	138/20	T103 50 1224
Robert Street	310 Robert Street	M. Balfour	Portion of building measuring 0.30m x 6.70m and veranda & steps measuring 0.30m x 2.01m	138/20	T103 50 1197
Murray Street	94 Murray Street	S. & G. Marrone	Portion of concrete steps measuring 0.573m x 0.914m	138/20	T103 50 1228
Bowen Street	55 John Street South	1165270 Ontario Ltd.	Portion of concrete rear wall of building measuring 0.183m x 4.974m	138/20	T103 50 1225

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 27
T103-50 (1230) M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreement
193 Cavell Avenue (R-96-12)

RECOMMENDATION:

That the application of E. Adams, owner of 193 Cavell Avenue, to erect and maintain the encroachment of a concrete pad measuring 5' X 5' onto the road allowance of Cavell Avenue, be approved during the pleasure of Council, provided:

i) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss,

ii) That suitable arrangements be made between the applicant and Hamilton Hydro to cover future relocation expenses for the removal of the encroachment,

iii) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement, and

iv) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment.

S. Aston

per: E. M. Gill, P. Eng.

Cont'd...

February 27, 1996

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

A request has been received from E. Adams, owner of 193 Cavell Avenue to erect a concrete pad measuring 5'X 5' onto the adjacent road allowance. Hamilton Hydro will install a transformer on the pad as installing it on the owner's property would involve major excavation and running underground wires for several hundred feet. The transformer is necessary as the current power supply is inadequate to supply the owner's business, Quality Surplus Ltd.

As the owner has paid the appropriate fees and has agreed to make appropriate arrangements with Hamilton Hydro, this Department has no objection to the request.

MJP:
cc: A. Ross, City Treasurer
cc: P. Brown, Hamilton Hydro

2 (0)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 February 23

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase - 1 Foot Reserve Fieldway Drive - Part 1 Plan 62R-11979

RECOMMENDATION:

a) That an Offer to Purchase, duly executed by Christian Horizons (Noel Churchman, Executive Director), on 1995 December 8 and scheduled for closing on or before 1996 May 3 for the lands being Part of Lot 11, Concession 6 in the Geographic Township of Barton, all of Reserve "B" Registered Plan 1209 in the City of Hamilton, being more specifically described as the 1 Foot Reserve shown as Part 1 on Plan 62R-11979, containing an area of 0.002 ha. (215.3 square feet) more or less and located on the southerly limit of Millwood Place and the easterly limit of Fieldway Drive, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-Law No. 95-049 enacted 1995 February 14 have been fulfilled by the City and the funds derived from the sale of $2.00 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

b) That the Mayor and City Clerk be authorized to execute the necessary documents; and,

c) That in accordance with The Real Property Sales Procedural By-Law No. 95-049:

   i) satisfactory notice has been given to the public of the intended sale; and,

   ii) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $2.00 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

The subject 1 Foot Reserve, being Part 1 Plan 62R-11979, was established along the southerly limit of Millwood Place and the easterly limit of Fieldway Drive, abutting the property Municipally known as 150 Fieldway Drive, in order for the City and the Region to recover all costs associated with the implementation of these streets.

Consequently, payment to the City and the Region for all the outstanding servicing costs attributable to the 1 Foot Reserve was made by the Purchaser on 1995 November 10 in order that development of the lot at 150 Fieldway Drive could take place. With regards to the land costs associated with the establishment of these sections of Millwood Place and Fieldway Drive the lands required were transferred to the City on 1962 July 3 by the Board of Education for $1.00 (Instrument # 218226 HL) and therefore no costs are recoverable. Subsequently, we respectfully recommend the sale of the subject 1 Foot Reserve to Christian Horizons for $2.00.

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee,

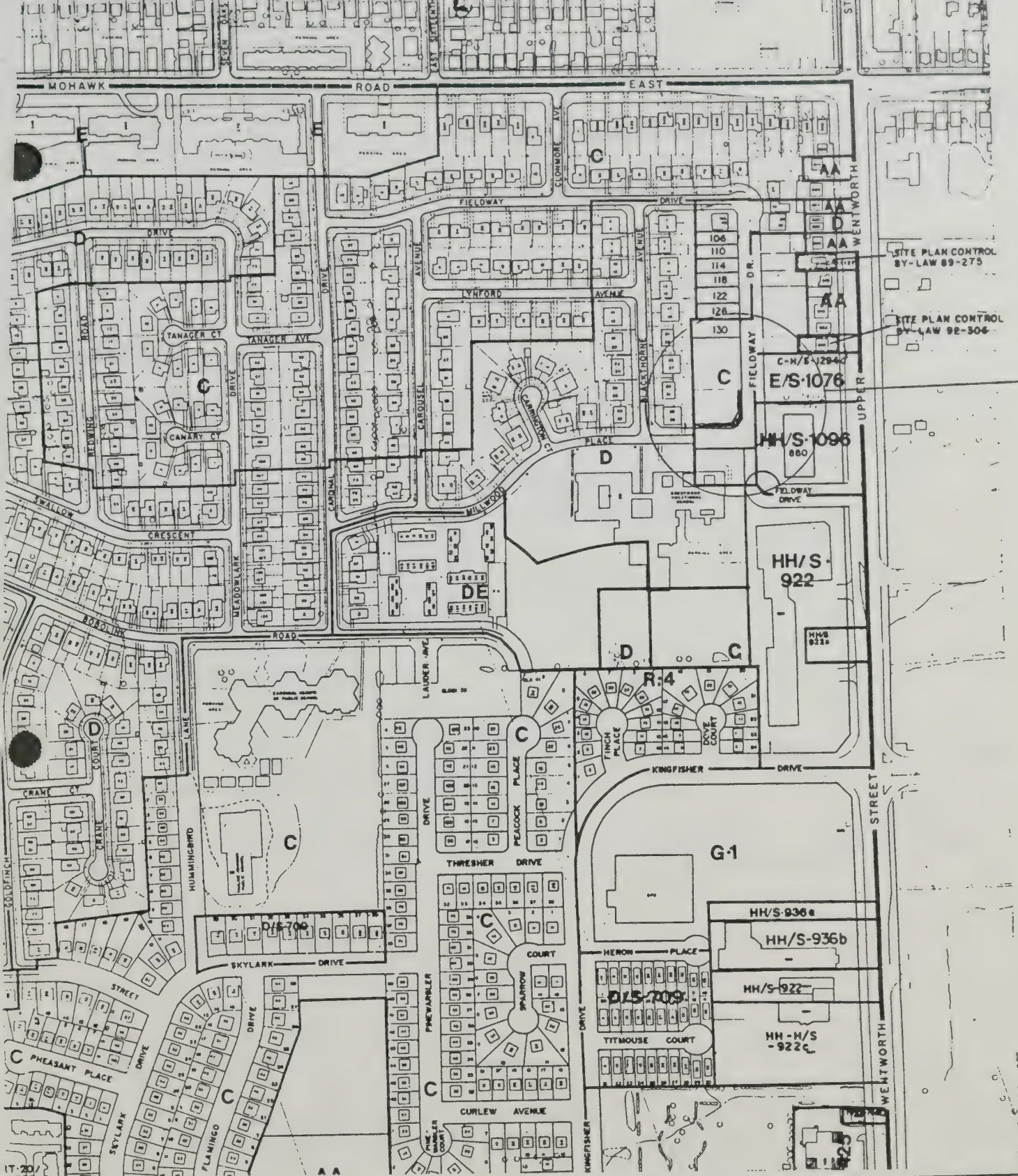
a) on 1995 March 12, City Council declared the subject lands surplus to the requirements of the City;

b) that in accordance with the approved methods of Notice to the Public specified in By-Law 95-049, inclusion of this intended sale within the agenda being considered by Council is acceptable as a Notice to the Public that the City intends to sell the subject land (paragraph 6(5)(a)) By-Law No.95-049;

c) that in accordance with By-Law no approved appraisal of the subject 0.3 metre reserve is required as said conveyance is exempt from appraisal requirements.

KN/hew

c.c. P. Noé Johnson, City Solicitor
Allan C. Ross, Treasurer
C. Bandurka, Property Clerk, Surveys



7	65	18
56	16	130
82	33	118

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

BRULEVILLE

ZONING

Neighbourhood Boundary

Zoning Boundary

SCALE 0 100m 50m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO. 7202

PAGE NO. 16

2 (EXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 4

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1996 January 13	Secretary, Transport and Environment Cte.	1994 Hamilton/Wentworth	1996 January 13
1996 February	Ontario Good Roads Assoc.	Bulletin for January/February	1996 February 20

Kevin C. Christenson, Secretary
1996 March 4

CITY OF HAMILTON

- RECOMMENDATION -

2(E)(ii)

DATE: 1996 February 28

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: **Revised Schedule of Meetings for the 1996 Transport and Environment Committee**

RECOMMENDATION:

That the following revised schedule of meetings for the 1996 Transport and Environment Committee, be approved.

BACKGROUND:

At its meeting held 1995 December 4, the Transport and Environment Committee approved a 1996 Transport and Environment Committee meeting schedule. Inadvertently, the April meeting was scheduled for Monday, April 22. This meeting should have been scheduled for Monday, April 1 as indicated on the revised schedule.

Report titles to be listed in the "S" Drive by 5:00 p.m.	**Deadline for Reports 12:00 noon**	**Agenda Review Meetings 12:00 noon Room 219**	**Committee Meetings 9:30 a.m. Room 233**	**Council Meetings 7:30 p.m. Council Chamber**
January 12	January 12	January 16	January 22	January 30
January 26	January 26	January 30	February 5	February 13
February 23	February 23	February 27	March 4	March 12
March 22	March 22	March 26	April 1	April 9
April 26	April 26	April 30	May 6	May 14
June 7	June 7	June 11	June 17	June 25
*June 21	June 21	June 25	July 4	July 9
August 9	August 9	August 13	August 19	August 27
September 6	September 6	September 10	September 16	September 24
September 20	September 20	September 24	September 30	October 8
October 25	October 25	October 29	November 4	November 12
November 22	November 22	November 26	December 2	December 10

*** Please note the summer schedule for the month of July the meeting is on Thursday due to the Canada Day Holiday on July 1st**

2(E)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 4

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: **Ontario Traffic Conference Convention '96**

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Ontario Traffic Conference Convention '96 to take place on 1996 April 28 to May 1, Holiday Inn, Oshawa, Ontario; and,

(b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1996 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010

BACKGROUND:

Attached is a schedule of Events and Convention Outline

KCC/mjw

Attachment

c. A. Ross
Treasurer

O.T.C. Convention '96

Ontario Traffic Conference 46th Annual Convention

THE NEW ECONOMIC REALITY: ADAPTING STRATEGIES FOR SUSTAINABILITY AND GROWTH

Whitby



Town of Whitby - Host of the 1996 Annual Convention

April 28th to May 1st ❁ Whitby

The New Economic Reality: Adapting Strategies for Sustainability & Growth

Sunday, April 28th

2:00 - 6:45 pm
REGISTRATION

7:00 - 9:00 pm
PRESIDENT'S RECEPTION AND SUPPLIERS INFOMART
Join us for wine and cheese at the President's Reception and official opening of the Suppliers InfoMart. Displays and information on a variety of products and new services featuring the latest technology.

Monday, April 29th

7:30 - 9:00 am
SUPPLIERS INFOMART AND REGISTRATION CONTINUES
Come and join us for continental breakfast in the Suppliers InfoMart.

9:00 - 9:45 am
Hon. Al Palladini (Invited)
Minister of Transportation
SAFETY ENFORCEMENT ON ONTARIO HIGHWAYS
Last October the Ministry announced an action plan to enhance road safety on Ontario roads. Join the Minister in kicking off our Annual Convention with his plans to get tough on dangerous drivers and vehicles, getting drunk drivers off the road and increased truck safety.

9:45 - 10:30 am
REFRESHMENT BREAK

10:30 - 11:30 am
CONCURRENT SESSIONS "A"
Traffic Management with the "Highway Rangers"
One of the first actions of the new government was the elimination of Photo Radar and the introduction of Highway Management Teams of the O.P.P.. Superintendent, W.H. Currie, Regional Commander, will lead a discussion on enforcement of unsafe driving including tailgating, improper lane changes, speeding, impaired driving and other forms of aggressive driving.

Heavy Truck Safety Inspection and Enforcement
Trucks tipping over on highway ramps, wheels flying off trucks, improper maintenance of commercial vehicles. These are a few of the "horror" stories in the press. Sgt. Mark Wolfe of the O.P.P. Commercial Vehicle Enforcement will bring us up to date on the inspections and results of the enforcement drive to increase safety in Ontario. We hope to have a representative of the Ontario Trucking Association to give us the other side of the story.

11:30 - 12:30 pm
REPORT ON O.T.C. REORGANIZATION
Past President Terry Kew will bring us up to date on the progress of the reorganization of the O.T.C. including Strategic Planning and the Mission Statement.

12:30 - 2:00 pm
LUNCH IN THE SUPPLIERS INFOMART

2:00 - 3:00 pm
Mr. Art Tretton, PH.D., P. ENG.
Ecotemp Engineering Inc.
AN INTRODUCTION TO THE INTERNET
Are you ready for the Information Highway? Marvelous new technology is letting us access information from around the world. How far can this revolution go? Will you be ready for the changes coming? This presentation will introduce those of us who are not computer literate to the wonders of the Internet. A peek at the future in a context that will wet your appetite but not scare you off.

3:00 - 3:15 pm
REFRESHMENT BREAK

3:15 - 4:15 pm
CONCURRENT SESSIONS "B"
Electronic Enforcement - The Latest Developments
Is photo radar really dead? Recent budget restraints mean less police officers on the road to enforce traffic laws. Recent moves by some municipalities to introduce photo radar indicate that electronic enforcement is the wave of the future. Traffic signal photo enforcement, video cameras in school buses, what else will be available? Bring your questions and suggestions to this round table session.

Safety Education Through Electronics
Our children are already using computers in the classrooms. These *will* be their tools of the future for learning. Safety education must be a part of this electronic learning. Videos, interactive computer programs and ,yes, even pages on the Internet will become a part of teaching safety to the next generation. Examples of what is available today and where this safety education will be going in the near future.

OPTIONAL TOUR OF THE KID'S SAFETY VILLAGE
A tour of the Durham Region Kid's Safety Village. Transportation will have to be arranged so please sign up at registration.

4:30 - 6:30 pm
SUPPLIERS INFOMART
Join us in the Suppliers InfoMart for wine and cheese and view the latest in equipment and technology for the 90's. There will be a draw for a door prize so be sure to attend.

Tuesday, April 30th

7:30 - 8:45 am
REGISTRATION AND SUPPLIERS INFOMART
Come and join us for a continental breakfast in the Suppliers InfoMart.

8:45 - 9:30 am
Doug Allingham, P. Eng.
Totten Sims Hubicki (Invited)
IN LINE SKATERS - PEDESTRIANS OR VEHICLES
First skate boards and now in line skaters. In your parking lots and buildings and on streets, bike paths, and sidewalks. What to do about them? Who will set the standards? Can they be controlled by local bylaws? Who will enforce these bylaws?

9:30 - 9:45 am
REFRESHMENT BREAK

9:45 - 11:00 am
CONCURRENT SESSIONS "C"
Education or Enforcement - What's the Answer
Is the answer to pass a bylaw for every problem? Do we now have the resources to enforce these bylaws? Education and social pressures have reduced drinking and driving and cutting back on smoking. Is this the answer to traffic safety? Your ideas and experience will be welcome at this session.

Conflict Resolution: Skills to Deal with Anger and Confrontation
Bullet proof vests for Bylaw Enforcement Officers? We hope not, but how will they and other municipal authorities deal with confrontations. Give them the skills to resolve disputes on the street and in your offices.

Optional Tour of General Motors Assembly Plant
An optional tour of the General Motors Assembly Plant in Oshawa will take place from 8:30 am until 12:00 noon. Pre-registration is required to arrange transportation. A limited number of spaces are available so please sign up at registration.

11:00 - 12:00 noon
REPORT ON POSITION PAPERS
AND PRESENTATION OF PAPERS
Mr. Harry Bolton will report on the resolutions from previous conventions and the action that has been taken on these matters by the Legislation and Enforcement Committee. Also at this time members who have submitted papers will present these papers and answer any questions that the members have before these are passed to L & E for action.

12:00 - 12:30 pm
ATTITUDE ADJUSTMENT

12:30 - 1:45 pm
LUNCH
Presentation of awards to members of committees, board, etc. will take place at this luncheon.

Luncheon Speaker
TRAFFIC CALMING - WHERE DO WE GO FROM HERE?
Traffic calming has been with us for a few years and several different methods have been used. What has been effective and what has created problems? What is new and how can new/rebuilt roads include some practical features?

1:45 - 2:45 pm
CONCURRENT SESSIONS "D"
Traffic Calming - Practical & Political
Is traffic calming the "All Way Stop" Problems Of The 90's? What do your municipal councilors think that traffic calming is? What do the citizens think traffic calming will do for them? Bring your ideas and suggestions to share with your fellow delegates.

Handicapped Parking: The Perception and the Reality
Is it enough to put up a sign and mark the parking space? Is the space wide enough for a side loading van? Is it high enough in your garage for a van? Are there ramps for the curbs and automatic openers on the exit and entry doors? Are the buttons for doors and elevator low enough for persons in a wheel chair? Lauri Sue Robertson who has done accessibility inventories for municipalities will chair this discussion on what provides complete access for the physically handicapped.

2:45 - 3:00 pm
REFRESHMENT BREAK

3:00 - 4:30 pm
ANNUAL GENERAL MEETING AND
ELECTION OF OFFICERS
Business required by the Corporations Act for the activities of the Conference will take place at this Annual General Meeting. These include reports from the President and other officers of the Conference including approval of the audited statement, approval of the auditors for 1996, approval of the 1996 membership fees and reports from each of the directors/ committees. Election of the members of the Board of Directors, as required, will also take place at this meeting. Your attendance and participation is necessary for this important meeting.

6:00 - 7:00 pm
RECEPTION AT LE GALA BANQUET HALL
Hosted by The Town of Whitby
Transportation to be provided by Whitby Transit

7:00 - 10:00 pm
CIVIC BANQUET AT LE GALA BANQUET HALL
Hosted by The Town of Whitby

Wednesday, May 1st

8:30 - 9:30 am
BREAKFAST
Join us for breakfast at the Hotel. There will be a $5.00 per person charge to ensure the numbers. Please purchase your ticket(s) from the registration desk by Tuesday Noon.

9:30 - 11:00 am
Mr. John Beck, President
Canadian Highways International Corp. (Invited)
A PRIVATE SECTOR SOLUTION TO HIGHWAY CONSTRUCTION
Will road construction follow the route of waste collection and management, water and sewage treatment and transit into co-operative agreements with the private sector? From the builders and operators of the new Highway 407 toll road a look into the future of possible road construction alternatives in the cost cutting 90's. A session all elected officials should not miss.

11:00 am
Closing Remarks

Ontario Traffic Conference

Registration & Accommodation Costs

Registration Deadline - April 15, 1996

Registration

Member				Non-Member			
Full	325.00 + 22.75	=	$347.75	Full	425.00 + 29.75	=	$454.75
Daily	175.00 + 12.25	=	$187.25	Daily	200.00 + 14.00	=	$214.00
Retired	175.00 + 12.25	=	$187.25				
Guest	160.00 + 11.20	=	$171.20	Guest	160.00 + 11.20	=	$171.20

Late Registration/At Convention

Member				Non-Member			
Full	400.00 + 28.00	=	$428.00	Full	500.00 + 35.00	=	$535.00
Daily	225.00 + 15.75	=	$240.75	Daily	325.00 + 26.75	=	$401.25
Banquet	$40.00			Banquet	$40.00		

Trade Fair/InfoMart Registration

Member				Non-Member			
Fee	700.00 + 42.00	=	$742.00	Fee	825.00 + 57.75	=	$882.75
Includes 1 (one) delegate				Includes 1 (one) delegate			

Additional Registration Information

Please contact: J. Woodley, Administrative Assistant
Phone: (416) 598-4138 Fax: (416) 598-0449

Hotel Information

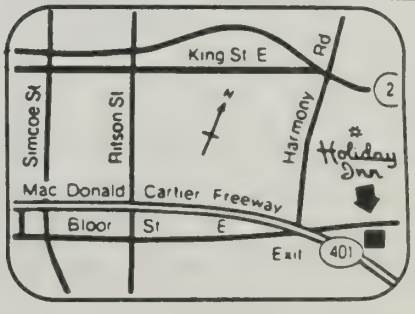
Accommodations
Holiday Inn - Oshawa
Phone: (905) 576-5101
Fax: (905) 576-3296

Room Rate: $68.00 + taxes single/double

Please reference to O.T.C. room block

Check in after 3:00pm

Remember to book room before March 27, 1996 for guaranteed room and rate.



Registration Form
Registration Deadline - April 15, 1996

Register Now!

Name _____ Position _____

Municipality/Firm _____

Address _____

Postal Code _____ Phone _____ Fax _____

Optional Tours

- ☐ General Motors
- ☐ Durham Region Kids Safety Village

Cheques Payable To: Ontario Traffic Conference
Mail To: 20 Carlton Street, #121
Toronto, Ontario M5B 2H5

2(E)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 4

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: **Solid Waste Association of North America (Swana) Annual Conference, (Ontario Chapter) 1996**

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Solid Waste Association of North America Annual Conference (Ontario Chapter) on 1996 May 2 and May 3, Radisson Hotel, Markham, Ontario; and,

(b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1996 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010

BACKGROUND:

Attached is a schedule of Events and Convention Outline

KCC/mjw

Attachment

c. A. Ross, Treasurer

SWANA Annual Conference

(ONTARIO CHAPTER)

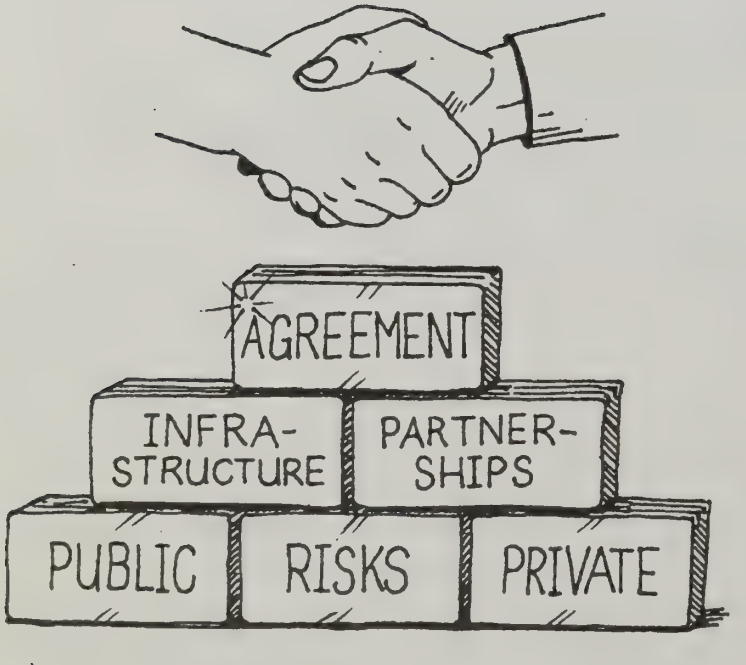
1996

"Partnerships Coming Together – 1996, '97, '98..."

Radisson Hotel

Markham, Ontario

May 2 & 3, 1996



Program and Highlights

- ◆ Governance As It Relates to Waste Management
- ◆ User Fees For Waste — How Will The Public Pay?
- ◆ Waste Issues, Markets, Large Scale Composting, Approvals
- ◇ Guest Luncheon Speaker
- ◆ Landfill Mining
- ◆ Partnerships & Privatization
- ◆ Bear Pit Session

Networking Evening • Exhibits • Tours • Special Guest Program • Murder Mystery Dinner

(SEE OVER)

1996 SWANA Annual Conference

(ONTARIO CHAPTER)

MAY 2 & 3, 1996

Registration Material Request Form

Please send me:

- ☐ Conference/Hotel Registration Package
- ☐ Special Guest Program Outline

Name: _____

Title: _____

Employer: _____

Address: _____
(Street)

_____
(City) (Prov.)

_____
(Postal Code)

Phone: (_____)_____-_____
(Business/Home)

Fax: (_____)_____-_____

Registration Fees:

- SWANA Member $99.00
- Non-Member.....$110.00

Murder Mystery Dinner:

- Additional to Registration...$50.00
- Extra Dinner.....$35.00

GST & PST included with above costs.

Organization Affiliation:

- ☐ S.W.A.N.A.
- ☐ R.C.O.
- ☐ O.W.M.A.
- ☐ O.G.R.A.
- ☐ A.M.R.C.
- ☐ A.M.O.
- ☐ C.P.W.A.
- ☐ C.C.C.
- ☐ Other _____

Return this request form by mail / fax or for additional information, contact:

Mr. Dave Douglas
Environmental Programmes Coordinator
Town of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3
Phone (905) 477-7000, Extension 356
Fax (905) 479-7772

URBAN/MUNICIPAL
CA4 ON HBL A05
C51TC
1996

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

ATION OF THE

URBAN MUNICIPAL

CITY CLERK'S OFFICE

MAR 5 1996

****

GOVERNMENT DOCUMENTS

TO: Chairman and Members
Transport and Environment Committee

YOUR FILE:

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2728

SUBJECT: **REVISED MEETING**
TRANSPORT AND ENVIRONMENT COMMITTEE
MONDAY, 1996 APRIL 1

DATE: 1996 March 4

Please be advised that the Transport and Environment Committee originally scheduled for Monday, 1996 April 22 has been rescheduled to **Monday, 1996 April 1** at 9:30 o'clock a.m. in Room 233.

The deadline for reports is March 22 and the Agenda Review meeting is scheduled for Tuesday, 1996 March 26 at 12:00 noon in Room 219.

KCC/mjw

c. City Council

Staff Reporting to the Transport and Environment Committee

URBAN/MUNICIPAL
CA4 ON HBL A05
C51TG
1996

URBAN MUNICIPAL

APR 1 1996

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 April 1
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   Proposed Closure of the Unassumed East/West Alley
   South of Barton Street between Tolton Avenue and Normanhurst Avenue

2. **CONSENT AGENDA**

3. **CITY ENGINEER**
   (Commissioner of Regional Environment)

   Class 2 Site Approval - PCB Decontamination by
   TASSCO Ltd. for Westinghouse Canada Inc.
   1632 Burlington Street East, Hamilton, Ontario

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Construction of Independent Concrete Sidewalks on the North Side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street

5. **CITY CLERK**

Referral of City Council Correspondence to
the Transport and Environment Committee
Hand Association of Sewer, Watermain and Road Contractors
Tendered Construction Projects

6. **PRIVATE AND CONFIDENTIAL AGENDA**

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Commissioner of Public Works and Traffic	Report Back
3.	School Crossing Guard - Cochrane Road and Montrose Avenue	1995 December 4	Commissioner of Public Works and Traffic	Report Back - 1996 June 17th meeting
4.	Traffic Safety - Britannia Avenue between Kenilworth Avenue and Strathearn Avenue	1995 December 4	Commissioner of Public Works and Traffic	Report Back
5.	Leaf and Yard Waste Collection Program	1996 March 4	Commissioner of Public Works and Traffic	Report Back 1996 May 6 meeting
6.	Road Closure Portion of Niagara, Ship and Hillyard Street	1996 March 4	City Engineer and Ward Aldermen	Report Back
7.	Parking Regulation - Country Club Drive between Greenhill Avenue and Capilano Drive	1996 February 5	Alderman Collins	Tabled for Meeting with Area Residents

Kevin C. Christenson, Secretary
1996 April 1

1.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 26
T103-03 (330) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Closure of the unassumed east/west alley south of Barton Street between Tolton Avenue and Normanhurst Avenue (R-96-13)

RECOMMENDATION:

That the Committee review the request of Pioneer Petroleum to close the unassumed east/west alley south of Barton Street between Tolton Avenue and Normanhurst Avenue.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Pioneer Petroleum, an abutting property owner, to close the subject alley, as shown on the attached drawing.

The present alley system is in the block surrounded by Barton Street East, Tolton Avenue, Normanhurst Avenue and Melvin Avenue. The alley is presently unassumed.

Cont'd...

Proposed Closure of the unassumed east/west alley south of Barton Street between Tolton Avenue and Normanhurst Avenue

Cont'd...

This Department circulated a notice of closure to the abutting property residents/owners and to the affected municipal departments and public utility companies. The results are as follows:

i) Abutting owners:
Total Number Circularized - 136
In Favour - 21 Opposed - 9 No Comment - 106

ii) Municipal Departments:
Planning Department advises that the existing commercial development on Barton Street is not subject to site plan control, since it is within an "H" district and no approvals are required therefore, the Planning Department has no objection to the closure. There were no other Department concerns or objections.

iii) Public Utilities:
Only Union Gas has a plant in the proposed closure area and as such will require an easement or other satisfactory arrangements.

Most of the residential objections indicated a concern for a proposed "Drive-Through" by Pioneer Petroleum, at the existing Tim Horton Donut shop abutting the proposed closure area. Pioneer Petroleum has advised this Department that there are tentative plans for a Drive-through at this location and indicated they have discussed the Drive-through with the neighbours. Although Pioneer Petroleum indicates there are no objections from the area residents concerning the proposed Drive-Through this Department has received no supporting evidence from the neighbours.

The status of the alley is public unassumed, and as such it would have to be closed by Judge's Order.

Due to the residential opposition and the probability of the City being liable for court costs of any objecting party, we cannot support this application. On March 14, 1996 this Department contacted the applicant and advised that we would not support the closure request.

The City's policy with regard to road closure applications is that $100 of the $616 application fee would be reimbursed should a Committee report not be required (that is, if the applicant withdraws his application). The applicant was also informed that should this Department proceed to Committee with a report there would be no reimbursement of the application fee. The applicant has requested that the Committee hear the application.

Cont'd...

Proposed Closure of the unassumed east/west alley south of Barton Street between Tolton Avenue and Normanhurst Avenue

Cont'd...

If the request by Pioneer Petroleum is acceptable to the Committee, it should be approved, subject to the following conditions:

i) That the Law Department be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unassumed east/west alley south of Barton Street between Tolton Avenue and Normanhurst Avenue as shown on Registered Plan #534;

ii) That the Commissioner of Transportation be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the Law Department, and that the applicant be responsible for all fees payable in District Court;

iv) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990;

vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners;

Provided the Judge's Order to close the highway is granted:

i) That the Commissioner of Transportation be directed to prepare a By-law for the sale of the closed alleyway to the abutting owners;

ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

iii) That an easement or other satisfactory arrangements be granted to Union Gas for their existing plant within the closure area.

Cont'd...

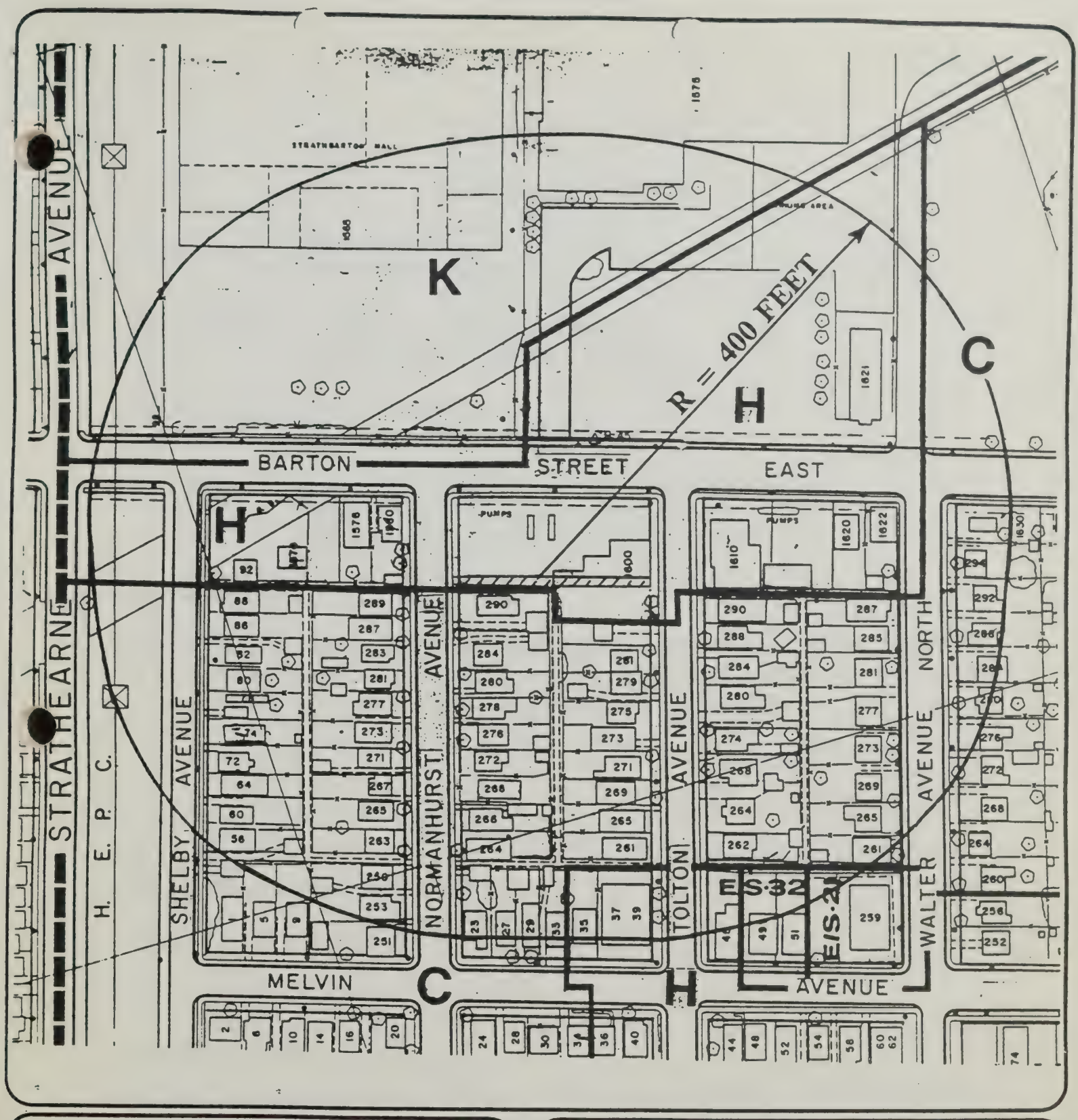
Proposed Closure of the unassumed east/west alley south of Barton Street between Tolton Avenue and Normanhurst Avenue

Cont'd...

Should the City approve the application, a petition to a District Court Judge, and then a Judge's Order is required prior to legal closure and subsequent sale to the abutting owners. The District Court Judge would normally require the consent of the affected property owners prior to issuing such order.

JKC:

cc: A. Zuidema, Law Department



LOCATION PLAN

FOR PROPOSED ALLEY CLOSURE BETWEEN NORMANHURST AVENUE AND TOLTON AVENUE.

Regional Municipality of Hamilton-Wentworth
Transportation / Environmental Services Group
Roads Department

Legend

PROPOSED ALLEY CLOSURE

North	Scale	Reference File No.
	Not to Scale	T103-03 (330)
	Date	
	SEPT. 05, 1995	

3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 25
SWE308-07- D. Berketo

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. J. D. Thoms
Commissioner of Regional Environment

SUBJECT: **Class 2 Site Approval - PCB Decontamination by TASSCO Ltd. for Westinghouse Canada Inc. 1632 Burlington Street East, Hamilton, Ontario**

RECOMMENDATION:

That the West Branch of the Ministry of the Environment and Energy be advised that the City of Hamilton has no objection to TASSCO Ltd. carrying out the proposed PCB destruction for Westinghouse Canada Inc. at 1632 Burlington Street East, Hamilton.

J. D. Thoms
Commissioner
Regional Environment Department

P. K. Dunn
Director - Waste Management

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of Environment and Energy (MOEE) received an application from Transformer and Switchgear Services Company Limited (TASSCO), MOEE Certificate of Approval No. A841089, requesting a site approval to decontaminate approximately 6975 litres of transformer oil, with a PCB content of 327 parts per million (ppm), at 1632 Burlington Street East, Hamilton. This site is owned by Westinghouse Canada Inc.

Cont'd...

Class 2 Site Approval - PCB Decontamination by TASSCO Ltd for Westinghouse Canada Inc.
1632 Burlington Street East, Hamilton, Ontario

Cont'd...

TASSCO's operating proposal calls for Westinghouse Canada Inc. to drain the oil from the transformer unit into a tank and drums. TASSCO will then extract the oil and chemically decontaminate it via a MOEE approved Class 2 Mobile PCB Destruction Facility. The decontaminated oil will be returned to the tank and drums with a PCB content level less than 2 ppm. The decontaminated oil will be disposed of by a licensed carrier at a registered site.

If MOEE approval is granted, TASSCO plans to commence operations April 29, 1996. Work is scheduled to take no longer than ten (10) working days to complete.

In order to satisfy the MOEE's and City's regulatory mandates, staff from various City and Regional Departments were requested to review the background documentation provided by TASSCO and prepare any comments or concerns they might have regarding the procedure.

The staff review determined that TASSCO's proposal did not present any immediate or potential environmental hazards and complies satisfactorily with the City of Hamilton Official Plan and relevant City by-laws. No specific municipal or Regional permits are required for the proposed work.

DB\

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 25

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Construction of Independent Concrete Sidewalks on the North Side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street

RECOMMENDATION:

1. That the construction of an independent concrete sidewalk on the north side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of $164,000 with a City's Share of $79,591.27 and an Owner's Share of $84,408.73, all as provided in the 1996 portion of the 1996 - 2005 Capital Budget; and,

2. That the Finance and Adminstration Committee be requested to recommend a source of funding for this Capital Project; and,

3. That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

4. That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works; and,

5. That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to the City Solicitor.

C. Ruth-England for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

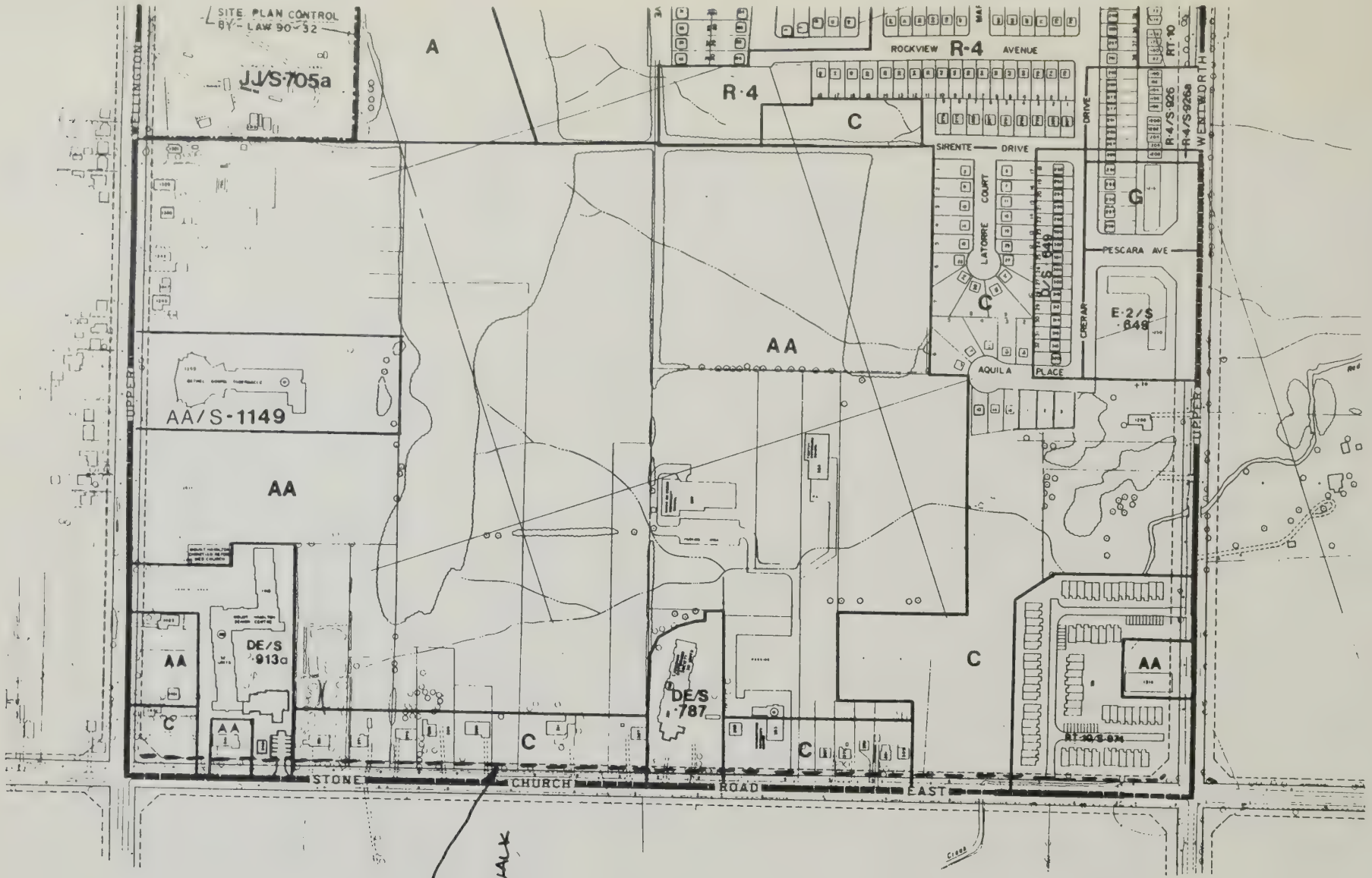
The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1996 - 2005 Capital Budget. The estimated cost per metre for an independent concrete sidewalk is $101. If approved, the project will reduce the balances available in the City's Share to $142,408.73 and the Owner's Share to $481,591.27.

BACKGROUND:

The Region will be constructing a finished roadway with curbs on Stone Church Road from Upper Wellington Street to Upper Wentworth Street in 1996. It would be expedient to construct the sidewalks where required in conjunction with the Regional works. The property owners will be required to pay the approved rate per metre or the actual cost, whichever is less. The location is shown on the attached plan.

RPM/rb
attachment

c.c. J. J. Schatz, City Clerk
P. Noé Johnson, City Solicitor, Attention: S. Riley
S. Reeder, Secretary, Finance & Administration Committee
A. Ross, City Treasurer, Attention: N. Adhya
J. Bruzzese, Acting Commissioner of Finance
D. Y. Onishi, Director, Design & Construction, Roads Department



56	16	130
82	33	118
119	8	19

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

CRERAR

ZONING

Neighbourhood Boundary
Zoning Boundary

0 100m
SCALE 50m
NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO. 7510

PAGE NO. 33

5

OFFICE OF THE CITY CLERK

MEMORANDUM

****

TO:	Kevin C. Christenson, Secretary Transport and Environment Committee	YOUR FILE:	
FROM:	S. G. Hollowell Acting City Clerk Office of the City Clerk	OUR FILE: PHONE:	 546-2727
SUBJECT:	Referral of correspondence to the Transport and Environment Committee	DATE:	1996 March 13

City Council at its meeting held Tuesday, 1996 March 12th agreed to refer correspondence received from the Hand Association of Sewer, Watermain and Road Contractors to the Transport and Environment Committee.

Attached herewith for your next Agenda is a copy of the above-noted correspondence.

SGH/SKR

S. G. Hollowell

Attachment

Council file

HAND ASSOCIATION OF
SEWER, WATERMAIN AND
ROAD CONTRACTORS

333 Green Road, Unit 5,
Stoney Creek, Ontario
L8E 2B1
Telephone: (905) 662-6151
Fax: (905) 662-2141

February 29, 1996

Mayor Bob Morrow
& Members of City Council
71 Main Street East
Hamilton, Ontario
L8N 3T4

Attention: Mr. Joseph Schatz, City Clerk

Dear Sir:

The HAND Association of Sewer, Watermain and Road Contractors are concerned with the growing trend of traditionally tendered construction projects being handed over to the City of Hamilton, Public Works Department, to be constructed with the City workforce.

It has come to our attention that the City of Hamilton has decided not to release a $1.4 million road package to be tendered by the Region of Hamilton-Wentworth but to have the City of Hamilton employees construct the project. It is a shock to local contractors that when all other municipalities and government agencies are contracting out work with proven cost savings, that the City of Hamilton would opt to do work "in house".

In these tough economic times, private contractors have established effective, high- quality and high producing work forces. This relates to a hard-cost savings to the taxpayers of the Region of Hamilton-Wentworth with lower and more competitive tendered bids.

Local contractor members have expressed concerns in the following areas, should this work be performed by City forces:

(I) The impact to taxpayers of a 2-year maintenance period that now exists in City contracts.

...../2

(II) The cost of liability insurance.

(III) The procedure of inspection that would occur.

(IV) The procurement of materials to be used on the project.

(V) The enforcement of working days for the type of contract.

(VI) Is fair wage schedule policy applicable?

The HAND Association would request that the City reconsider their decision in this matter and tender this project using proven, economically-sound, established methods.

We await your decision in this matter.

Yours truly,

HAND ASSOCIATION OF SEWER,
WATERMAIN AND ROAD CONTRACTORS

Bruce Baillie
General Manager

BB:vlr

c/c 837 LIUNA Union - Attn: M. Bastos
793 Operating Engineers - Attn: J. Anderson

URBAN/MUNICIPAL

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 April 1
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 March 4

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) Robins Avenue between Barton Street East and Newlands Avenue -

(b) Gibson Avenue between Barton Street East and Cannon Street East -

(c) Hunter Street West between Bay Street South and Caroline Street South

(d) Burton Street

(e) No. 130 Campbell Avenue -
Request to Discharge a Residential Boulevard Parking Agreement

(f) No. 485 Catharine Street North
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(g) No. 108 Wood Street East - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(h) Intersection of Justine Avenue and Park Row South - Corner Clearance

(i) No. 103 Ravenbury Drive - Request for a Wheelchair Loading Zone

ii. **Intersection Control**

Intersection of Brighton Avenue and
Morley Street - Intersection Control

iii. **Miscellaneous**

(a) Supply and Delivery of Traffic Paint
during 1996, Public Works and Traffic

(b) Supply and Delivery of Traffic Signal Heads
during 1996, Public Works and Traffic Department

(c) Intersections of Country Club Drive and Greenhill Avenue
and Kentley Drive and Nash Road
Changes to School Crossing Guard Services

(d) South Side of Greenhill Avenue adjacent to
St. Christopher School - Taxi Stand

(e) Barton Bus Route - Bus Stop Relocation

C. **CITY ENGINEER**
(Commissioner of Transportation)

(i) Encroachment Agreements

(ii) To incorporate certain City land into Eleanor Avenue by By-Law

D. **CITY SOLICITOR**

(i) By-law Respecting Local Improvement Charges
for the Construction of Roads, Curbs, Sidewalks and Alleys

(ii) By-law Respecting Collectible Waste

E. **CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY**

(i) Option to Purchase - Part of 1476 Upper Gage
- Joseph Salgo and Joan Marie Salgo

(ii) Option to Purchase Part of 1490 Upper Gage
- Gene Lee, Helen Lee, and Daniel Stuart Alvey

F. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1996 March 4
10:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were
Present:

Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow, Vacation
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present:

Alderman D. Wilson
Ms. B. Price, Hamilton Safety Council
Mr. E. Gera, Roman Catholic Separate School Board
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. B. Malone, Public Works and Traffic Department
Mr. A. Marshall, Public Works and Traffic Department
Mr. D. Vyce, Director of Property
Mr. T. Gill, Roads Department
Mr. G. Aston, Roads Department
Mr. V. Turluk, Environmental Services
Mr. P. Baker, Parking Authority
Mr. J. Martin, Dicenzo Drive
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Road Closure - Portion of Niagara, Ship and Hillyard Streets**

The Committee was in receipt of a report dated 1996 February 27 from the Senior Director, Roads Department respecting the subject matter.

Following brief discussion, the Committee agreed that the item be table in order that the ward Aldermen can meet with the area residents on this issue.
It was further agreed that staff would also report back on the position of the Hamilton Harbour Commission respecting this road closure.

(b) **Recovery of Servicing Costs on Dicenzo Drive Adjacent to Parts 5 and 9 on Plan 62R-13294 Lands of Martin, Hamilton**

The Committee was in receipt of a report dated 1996 February 26 from the Senior Director, Roads Department respecting the subject matter.

Mr. Martin appeared before the Committee and described the history of the development of the lands in question. Following brief discussion, the Committee approved the following amended recommendation:

That the City's policy regarding the recovery of servicing costs based on the actual property frontage adjacent to a 0.30 metre reserve be waived (without prejudice) with regard to the recovery of outstanding servicing costs adjacent to Parts 5 and 9 on Plan 62R-13294 and that the owner's request to pay outstanding servicing costs based on the perpendicular width of the property, be approved.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting of Monday, 1996 February 5 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **South Side of Greenhill Avenue at Kimberly Drive**

The Committee was in receipt of a report dated 1996 January 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the south side of Greenhill Avenue commencing 102 feet west of the west curb line of Kimberly Drive and extending 79 feet east of the east curb line of Kimberly Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **South Side of Robinson Street, west of James Street South**

The Committee was in receipt of a report dated 1996 February 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Robinson Street which commences 260 feet east of MacNab Street South and extends easterly to James Street South, be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **West Side of Dundurn Street South, north of Glenside Avenue**

The Committee was in receipt of a report dated 1996 February 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Dundurn Street South commencing at a point 46 feet north of Glenside Avenue and extending to a point 20 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Churchill Avenue between Buchanan Street and the Easterly Limits**

The Committee was in receipt of a report dated 1996 February 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Churchill Avenue from Buchanan Street to the easterly limits of Churchill Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **East Side of Ambrose Avenue, north of Greenhill Avenue**

The Committee was in receipt of a report dated 1996 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" regulation on the east side of Ambrose Avenue which commences at Greenhill Avenue and extends to a point 169 feet northerly therefrom, be shortened such that the regulation commences at Greenhill Avenue and extends 40 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Intersection Control**

(a) **Intersection of Dunbar Avenue and Harmony Avenue**

The Committee was in receipt of a report dated 1996 February 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Harmony Avenue be required to stop for eastbound and westbound traffic on Dunbar Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Brentwood Drive and Sandalwood Avenue**

The Committee was in receipt of a report dated 1996 February 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Brentwood Drive and Sandalwood Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(iii) **Miscellaneous**

(a) **No. 18 Mars Avenue**

The Committee was in receipt of a report dated 1996 January 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Mars Avenue commencing at a point 163 feet east of Emerald Street North and extending to a point 20 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Application to lease a portion of the east boulevard of Kensington Avenue adjacent to No. 162 1/2 Kensington Avenue**

The Committee was in receipt of a report dated 1996 February 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Hugh Whyte, Treasurer of the Kensington Gospel Hall, No. 162 1/2 Kensington Avenue, to lease a portion of the east boulevard of Kensington Avenue adjacent to No. 162 1/2 Kensington Avenue be approved, provided that:

(a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current rate is $62.40 per space per year) plus taxes, if any, in addition to the $10. encroachment insurance charge approved by the City Council on 1984 February 14; and,

(b) the owner pays a one time $50. registration fee, as approved by the City Council on 1986 January 14; and,

(c) the owner pays a one time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

(d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

(e) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

(f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(c) **Appointment of a Parking Control Officer**

The Committee was in receipt of a report dated 1996 February 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That, in accordance with Section 15(1) of the Police Services Act, 1990, Terry Paul be appointed as a Parking Control Officer.

C. CITY ENGINEER
(Commissioner of Transportation and Environmental Services)

(i) **Encroachment Agreements**

The Committee was in receipt of a report dated 1996 February 26 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined in Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

(ii) **Encroachment Agreement - No. 193 Cavell Avenue**

The Committee was in receipt of a report dated 1996 February 27 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of E. Adams, owner of No. 193 Cavell Avenue, to erect and maintain the encroachment of a concrete pad measuring 5' X 5' onto the road allowance of Cavell Avenue, be approved during the pleasure of Council, provided:

(a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That suitable arrangements be made between the applicant and Hamilton Hydro to cover future relocation expenses for the removal of the encroachment; and,

(c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement; and,

(d) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment.

D. DIRECTOR OF PROPERTY

Offer to Purchase, 1 Foot Reserve Fieldway Drive, Part 1, Plan 62R-11979

The Committee was in receipt of a report dated 1996 February 23 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Offer to Purchase, duly executed by Christian Horizons (Noel Churchman, Executive Director), on 1995 December 8 and scheduled for closing on or before 1996 May 3 for the lands being Part of Lot 11, Concession 6 in the Geographic Township of Barton, all of Reserve "B" Registered Plan 1209 in the City of Hamilton, being more specifically described as the 1 Foot Reserve shown as Part 1 on Plan 62R-11979, containing an area of 0.002 ha. (215.3 square feet) more or less and located on the southerly limit of Millwood Place and the easterly limit of Fieldway Drive, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted 1995 February 14 have been fulfilled by the City and the funds derived from the sale of $2. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and; and,

(b) That the Mayor and City Clerk be authorized to execute the necessary documents; and,

(c) That in accordance with The Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice has been given to the public of the intended sale; and,

(ii) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

(i) **Information Reports**

The Committee was in receipt of a report dated 1996 March 4 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
1996 Jan. 13	Secretary, Transport and Environment Committee	1994 Hamilton/Wentworth Air Quality Report	1996 January 13
1996 February	Ontario Good Road Association	Bulletin for January/February	1996 Feb. 20

(ii) **Revised Schedule of Meetings for the Transport and Environment Committee**

The Committee was in receipt of a report dated 1996 February 28 from the Secretary, Transport and Environment Committee.

The Committee approved the following recommendation:

At its meeting held 1995 December 4, the Transport and Environment Committee approved a 1996 Transport and Environment Committee meeting schedule. Inadvertently, the April meeting was scheduled for Monday, April 22. This meeting should have been scheduled for Monday, April 1 as indicated on the revised schedule.

Report titles to be listed in the "S" Drive by 5:00 p.m.	Deadline for Reports 12:00 noon	Agenda Review Meetings 12:00 noon Room 219	Committee Meetings 9:30 a.m. Room 233	Council Meetings 7:30 p.m. Council Chamber
January 12	January 12	January 16	January 22	January 30
January 26	January 26	January 30	February 5	February 13
February 23	February 23	February 27	March 4	March 12
March 22	March 22	March 26	April 1	April 9
April 26	April 26	April 30	May 6	May 14
June 7	June 7	June 11	June 17	June 25
*June 21	June 21	June 25	July 4	July 9
August 9	August 9	August 13	August 19	August 27
September 6	September 6	September 10	September 16	September 24
September 20	September 20	September 24	September 30	October 8
October 25	October 25	October 29	November 4	November 12
November 22	November 22	November 26	December 2	December 10

*** Please note the summer schedule for the month of July the meeting is on Thursday due to the Canada Day Holiday on July 1st**

(iii) **Ontario Traffic Conference Convention '96**

The Committee was in receipt of a report dated 1996 March 4 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Ontario Traffic Conference Convention '96 to take place on 1996 April 28 to May 1, Holiday Inn, Oshawa, Ontario; and,

(b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1996 Operating Budget.

(iv) **Solid Waste Association of North America (Swana) Annual Conference, (Ontario Chapter) 1996**

The Committee was in receipt of a report dated 1996 March 4 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Solid Waste Association of North America Annual Conference (Ontario Chapter) on 1996 May 2 and May 3, Radisson Hotel, Markham, Ontario; and,

(b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1996 Operating Budget.

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) **King Street West - Weekday Evening Peak Period Stopping Prohibition**

The Committee was in receipt of a report dated 1996 February 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following amended recommendation:

That the existing "No Stopping 4:00 p.m. - 6:00 p.m., Monday to Friday" regulation on the north side of King Street West from Paradise Road to Sterling Street be rescinded on a six month trial basis and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys**

The Committee was in receipt of a report dated 1996 February 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
Item 1996		Existing 1995	Proposed
(i)	Curb Only	$ 72.00	$ 79.00
(ii)	Sidewalks Only	$115.00	$101.00
(iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$158.00 $151.00	
(iv)	Roadway Only	$257.00	$260.00
(v)	Alleys	$107.00	$107.00
(vi)	Roadway and Curbs only (Industrial Subdivisions)	$328.00	$349.00

(b) That the City Solicitor be authorized and directed to amend the Local Improvement By-law.

(c) **Leaf and Yard Waste Collection**

The Committee was in receipt of a report dated 1996 February 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Firth-Eagland reviewed the proposal and following considerable discussion, the Committee approved the following amended recommendation:

(a) That in accordance with the Provincial Government's 3 Rs Regulations which mandate leaf and yard waste composting, the Commissioner of Public Works and Traffic be authorized to implement a two month public program on a proposed leaf and yard waste collection program based on consultation/education with the following criteria:

(i) Leaf and yard waste will be collected separately from regular household garbage and recyclables; and,

(ii) The collection period will be from April 15th to December 15th and a Christmas tree collection in January; and,

(iii) Collection will be on an every other week basis with collection days designated as per the attached Route Map Appendix "B"; and,

(iv) There will be no leaf and yard waste collection for statutory holidays nor will there be "make up" days for lost statutory day collections; and,

(v) Leaf and yard waste will only be collected when properly placed at curbside and packaged in clear plastic bags with a thickness of at least 1.5 thousandths of an inch, not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or compostable paper bags not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or in suitable reusable garbage cans/containers designated by the official leaf and yard waste logo as illustrated in Appendix "C"; or in the case of brush and garden debris tied in compact bundles not more than four feet in length; and,

(vi) The Department of Public Works and Traffic will make available and distribute through the mail, vinyl stick on leaf and yard waste logos for use by residents in designating specific reusable containers for leaf and yard waste, on a request basis and for an amount of $1. each sticker; and,

(vii) Leaf and yard waste will not be collected in alleyways but rather at curbside or off road sites approved through separate collection agreements; and,

(viii) Each individual "lift" of leaf and yard waste ie. each bag or container of material shall not exceed 50 lbs or 22 kg; and,

(ix) Grass clippings will not be collected. Property owners will be encouraged to recycle grass clippings onto their lawn, or compost grass clippings or take them directly to their local transfer stations; and,

(b) That the Commissioner of Public Works and Traffic be directed to report back on the issue at the 1996 May 6 Transport and Environment Committee meeting.

Note: **Alderman Agro recorded opposed.**

(d) **Country Club Drive between Greenhill Avenue and Capilano Drive**

The Committee was in receipt of a report dated 1995 November 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman Collins, the Committee approved that the item be tabled to the next meeting.

4. CITY ENGINEER
(Commissioner of Transportation/Environmental Services)

(a) **Class Site 3 Approval - PCB Dechlorination by Rondar Inc. for the Spectator, 44 Frid Street**

The Committee was in receipt of a report from dated 1996 February 23 from the City Engineer (Commissioner of Transportation/Environmental Services) respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Rondar Inc. carrying out the proposed PCB dechlorination for The Spectator at 44 Frid Street, Hamilton, Ontario; and,

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of Environment and Energy be waived so that the proposed work can be carried out as scheduled.

(b) **Regional Municipality of Hamilton-Wentworth Application to Amend Provisional Certificate of Approval Nos. A130110 and A130111 for Waste Disposal Sites (Transfer) at No. 460 Kenora Avenue and No. 37 Kilbride Road, Laidlaw Energy Technologies Ltd.**

The Committee was in receipt of a report from dated 1996 February 23 from the City Engineer (Commissioner of Transportation/Environmental Services) respecting the subject matter.

Following brief debate the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to the Region's request to amend the Provisional Certificates of Approval Nos. A130110 and A130111 for waste disposal sites (Transfer) located at No. 460 Kenora Avenue and No. 37 Kilbride Road, Hamilton, respectively, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City of Hamilton By-laws are complied with fully; and,

(b) That a copy of this report be forwarded to the West Central Branch of the MOEE for their consideration in the amendment of the existing Provisional Certificate of Approval which would apply to the operation of the two (2) Hamilton based Waste Transfer Stations owned by the Region of Hamilton-Wentworth and operated by Laidlaw Energy Technologies Ltd.

Note: Alderman Copps recorded opposed.

5. OTHER BUSINESS

Alderman Kiss raised the issue of bus traffic causing vibrations in neighbouring homes in the area of Dundurn Street South between the escarpment and Aberdeen Avenue. She requested that staff raise the issue with the H.S.R. and request the drivers to slow down in that area.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1996 March 4

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 18
File No. TEC-050-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Robins Avenue between Barton Street East and Newlands Avenue - Parking Regulations

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Robins Avenue between Barton Street East and Newlands Avenue be revised such that the regulation commences at a point 69 feet south of Barton Street East and extends to the south property line of No. 121 Robins Avenue and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the maximum number of permits to be issued be reduced from six to four.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

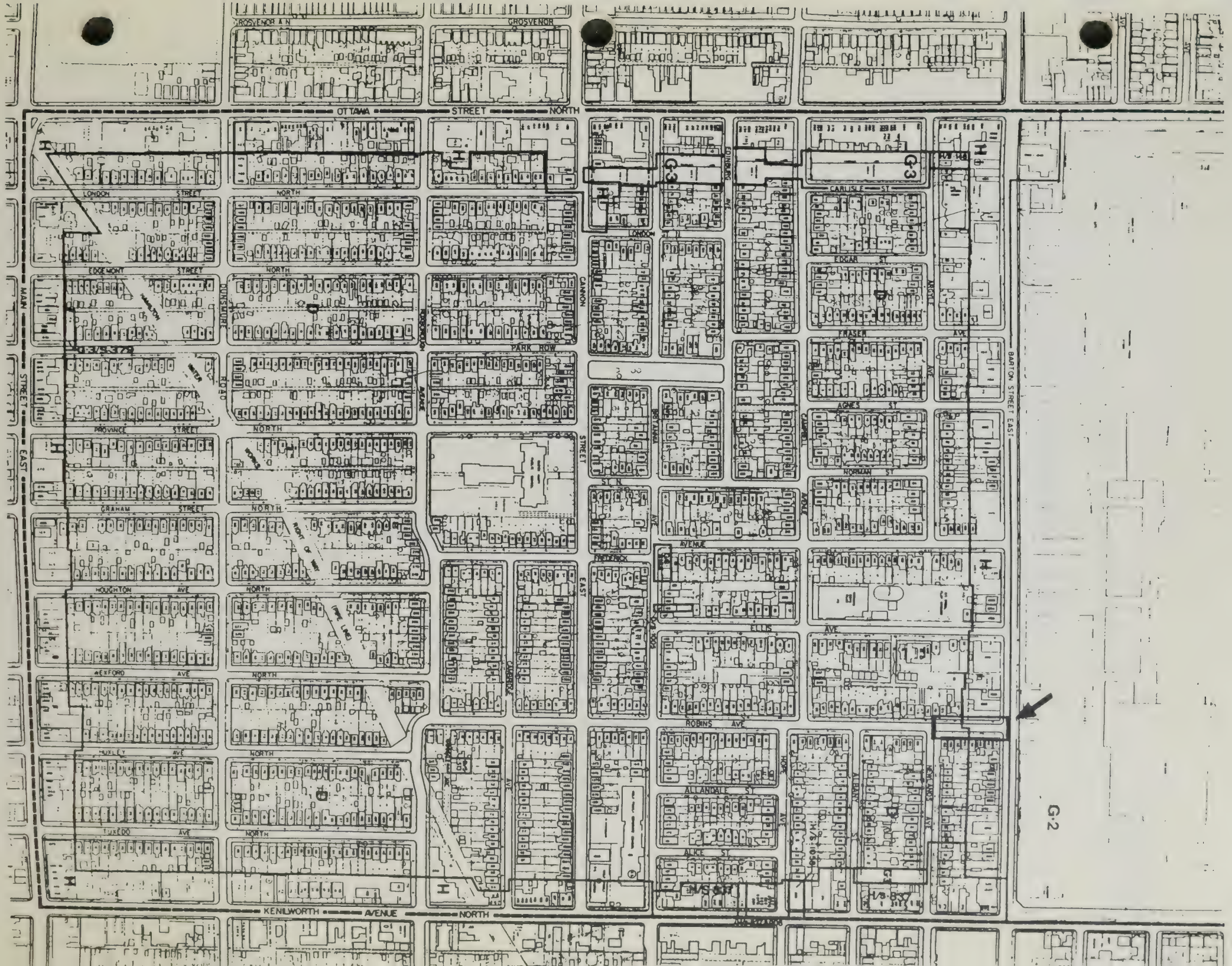
Sufficient funds are available in the 1996 budget to cover the cost of relocating the existing signs.

BACKGROUND:

Staff has received a request from Mr. & Mrs. Prsa, owners of Stephanie's Hairstyling, 144 Robins Avenue, that the existing "Permit Parking" regulation on the west side of Robins be shortened to allow unrestricted on-street parking at the north end of Robins across from their business. Mr. & Mrs. Prsa's business is on the south-east corner of Barton and Robins and does not have any on-site parking.

City Council at its meeting held 1995 November 14, approved the implementation of a "Permit Parking" regulation on the west side of Robins from Barton to the south property line of No. 121 Robins Avenue as requested by nine of the ten residential properties abutting this section of Robins. There are six legal on-street parking spaces on the west side of the street in this block. It was indicated on the petition that three permits would be required. Since the implementation of the regulation, only two of the requested parking permits have been issued. Therefore, since only two of the six reserved parking spaces are being utilized, it would be appropriate to shorten the existing regulation to allow two unrestricted on-street parking spaces adjacent to the commercial area. Staff has reviewed this matter and concurs with the request.

SH/CVB/MBH/kg


OTTAWA STREET NORTH
KENILWORTH AVENUE NORTH
MAIN STREET EAST
BARTON STREET EAST
LONDON STREET NORTH
EDGEMONT STREET NORTH
PARK ROW NORTH
PROVINCE STREET NORTH
GRAHAM STREET NORTH
HOUGHTON AVE NORTH
ACKFORD AVE NORTH
HUXLEY AVE NORTH
TWEEDDO AVE NORTH
CARLISLE ST
FRASER AVE
AGNES ST
NORMAN ST
ELLIS AVE
ROBINS AVE
ALLANDALE AVE
ALICE ST
G-3
G-2
H
H/S-379
H/S-837

2(BX1)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 22
File No. TEC-056-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Gibson Avenue between Barton Street East and Cannon Street East - Parking Regulations

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Gibson Avenue between Barton Street East and Cannon Street East and that the City Traffic By-law 89-72 be amended accordingly.

C. Liff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

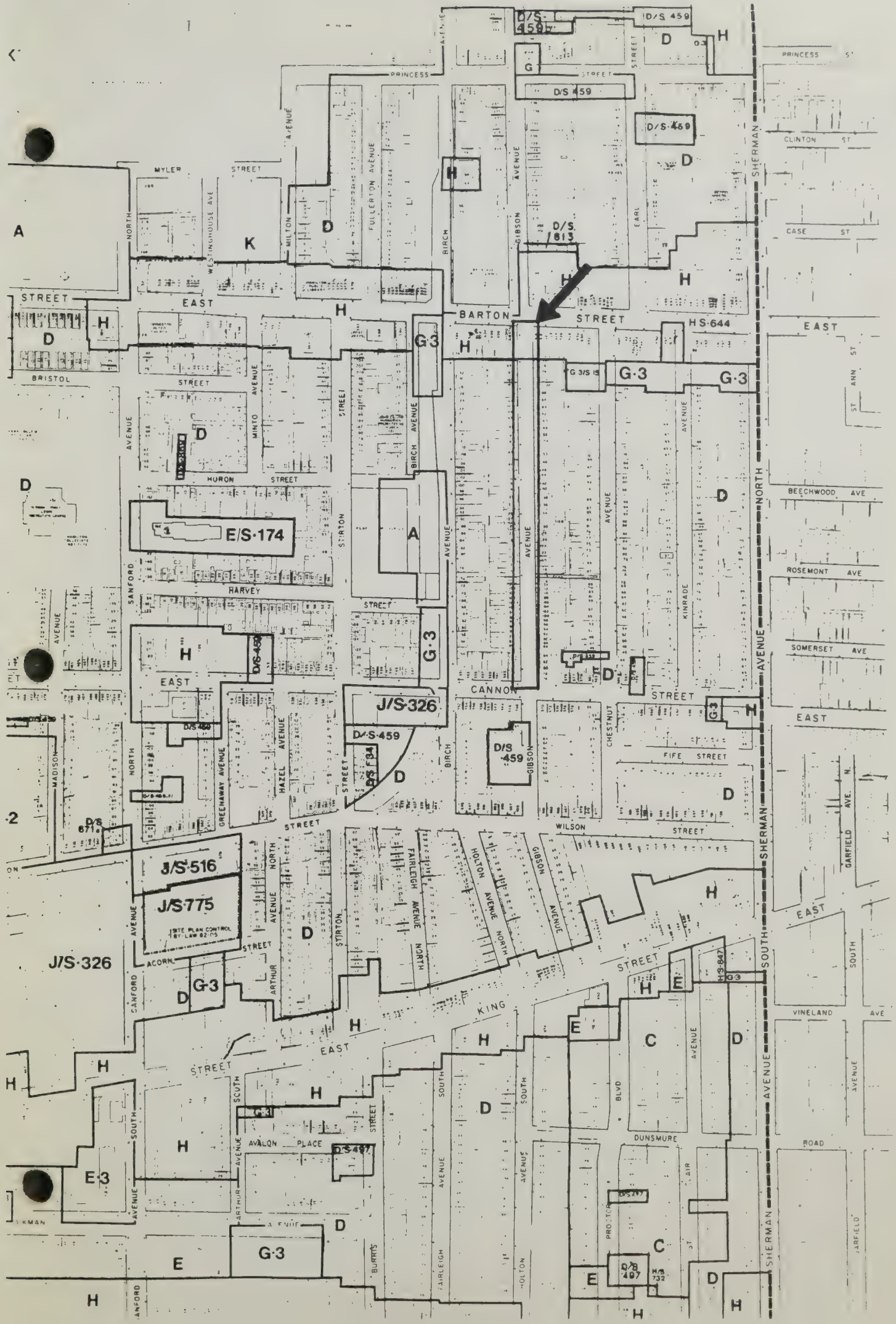
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by 61 of the 92 residential properties abutting Gibson between Barton and Cannon, requesting that a "Two Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of the street in this block in conjunction with the existing "Alternate Side Parking" regulation. Of the 61 residents who signed the petition, 47 are in favour of the requested regulation, three are opposed, 11 had no opinion regarding the requested changes.

Gibson has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by staff and customers of area businesses. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. per permit each year to exempt their vehicle from the signed time limit regulation. Therefore, since 51 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/kg


PRINCESS
D/S 459
MYLER
STREET
WESTINGHOUSE AVE
NORTH
MILTON
FULLERTON AVENUE
BIRCH
GIBSON AVENUE
EARL
SHERMAN
CLINTON ST
CASE ST
EAST
BARTON
HS-644
G-3
G 3/S 15
BRISTOL
HURON
MINTO AVENUE
BEECHWOOD AVE
E/S-174
SANFORD
HARVEY
KINRADE
ROSEMONT AVE
SOMERSET AVE
CANNON
J/S-326
CHESTNUT
FIFE
WILSON
GARFIELD AVE. N.
HAZEL AVENUE
GREENAWAY AVENUE
MADISON
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-105
ACORN
ARTHUR
FAIRLEIGH
HOLTON AVENUE
KING
VINELAND AVE
AVALON PLACE
DUNSMURE
BLVD
PROCTOR
BURRITT
ROAD

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 11
File No. TEC-047-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hunter Street West between Bay Street South and Caroline Street South - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Hunter Street West commencing 124 feet east of Caroline Street South and extending to a point 75 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

C Tutt-England

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs. There would be a slight loss of revenue associated with the removal of two parking meters.

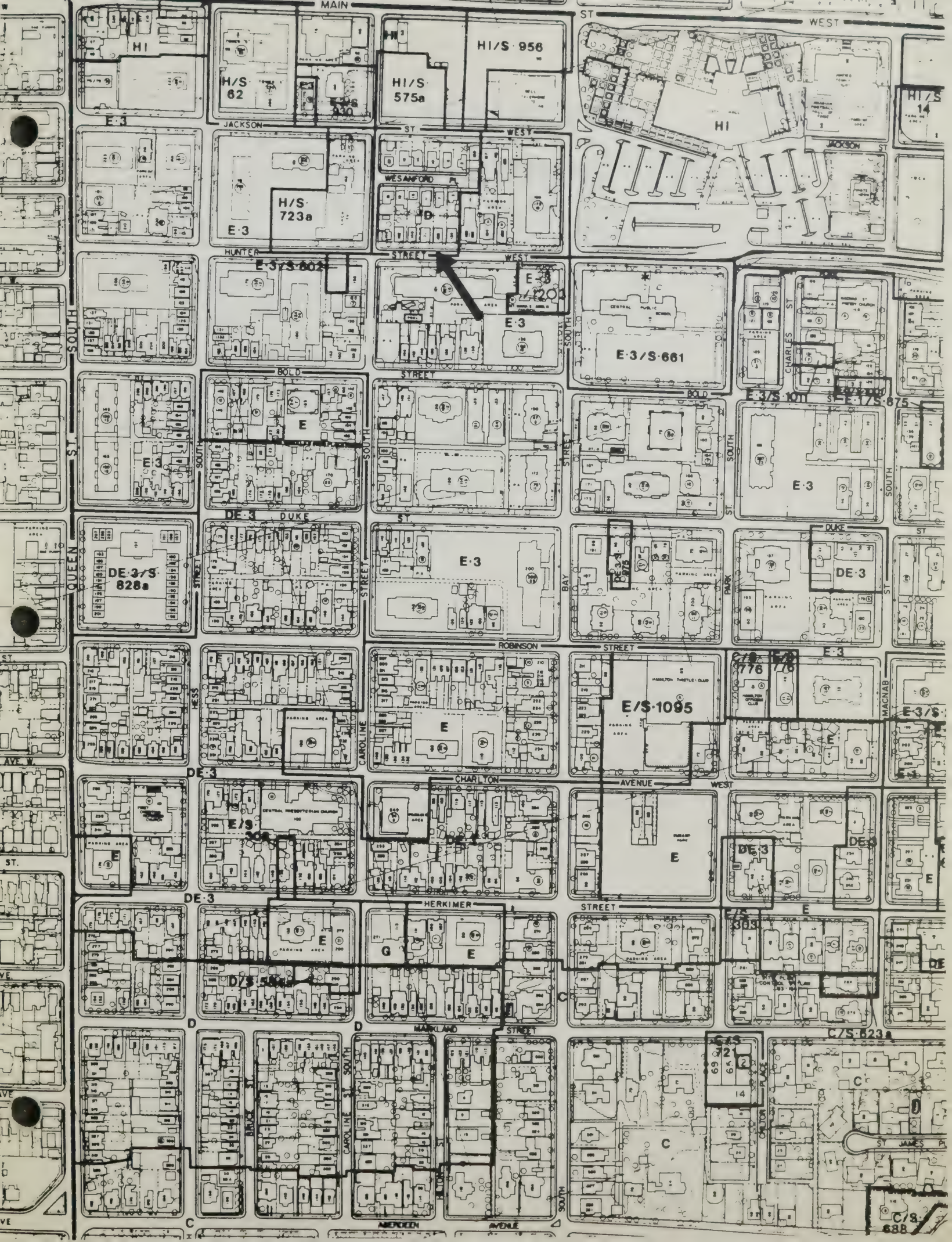
BACKGROUND:

Staff has received a request from Mr. Elio Miandro, 138 Hunter Street West, that a "No Parking" regulation be implemented on the north side of Hunter in front of and adjacent to his home to improve visibility and maneuverability when exiting his driveway.

Hunter has a 34 foot pavement width, and presently there is a "No Parking" regulation on the south side and metered parking on the north side of the street in this block. There is also an evening rush hour stopping prohibition on both sides of the street and a bus stop on the north side of the street, immediately east of Caroline.

An investigation has revealed that parked vehicles adjacent to the driveway combined with the vertical grade of the roadway does obstruct visibility for Mr. Miandro to some degree. This situation occurs throughout the City and elsewhere in this very block. However, staff has contacted Mr. George Scholes, 136 Hunter Street West, owner of the property abutting the area of the requested regulation, and has been advised that he supports the request. The implementation of the requested regulation will result in a loss of two metered parking spaces. However, periodic observations have revealed that the metered parking area is never fully utilized, and since nine of the eleven on-street parking meters would remain, staff has no serious objection with this request.

SH/CVB/MBH/kg


MAIN
ST
WEST
HI
H/S 62
HI/S 956
HI/S 575a
HI/S 14
JACKSON
ST
WEST
E-3
H/S 723a
WESANFORD PL
HUNTER
STREET
WEST
E-3/S-802
E-3
E-3/S-661
CHARLES ST
BOLD
STREET
SOUTH
E
E-3/S-675
DE-3
DUKE
ST
QUEEN
STREET
DE-3/S 828a
BAY
PARK
ROBINSON
STREET
E/S-1095
MACNAB
CHARLTON
AVENUE
WEST
HERKLAND
STREET
ABERDEEN
AVENUE
C/S-623a
ST JAMES PL

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 20
File No. TEC-053-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Burton Street - Parking Regulations

RECOMMENDATION:

a) That the existing "No Parking" regulation on the north side of Burton Street commencing at Cheever Street and extending to a point 114 feet easterly therefrom be removed; and

b) That a "No Stopping" regulation be implemented on the north side of Burton Street commencing at Cheever Street and extending to a point 47 feet easterly therefrom; and

c) That a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Burton Street commencing at a point 47 feet east of Cheever Street and extending to a point 67 feet easterly therefrom; and

d) That the City Traffic By-law 89-72 be amended accordingly.

L Lott-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

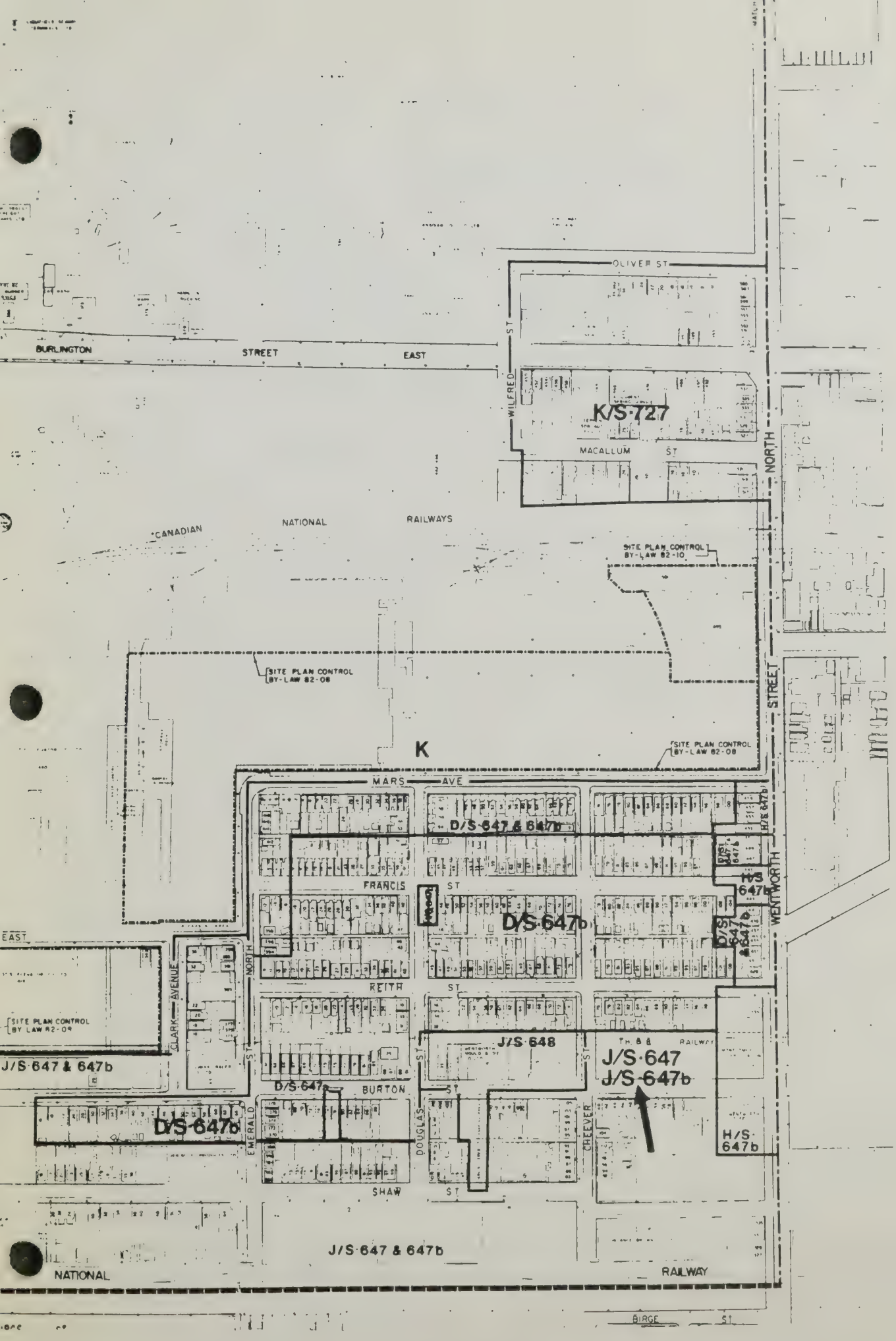
City Council at its meeting held 1995 December 12, approved the implementation of a "No Parking" regulation on the north side of Burton from Cheever to 114 feet easterly, in front of Blue Line Garage, 165 Burton Street. The regulation was requested by the owner of Blue Line Garage, Mr. Rizzuto, to facilitate driveway movements and to provide a loading space for his business.

Since the implementation of the regulation, staff has received a request from Ms. Sandra Lueth, 146 Burton Street, that on-street parking be permitted in this area after 6:00 p.m. on weekdays and all day on weekends when the business is closed.

Staff has confirmed that the business office is closed after 6:00 p.m. on weekdays and all day on weekends. Staff has contacted Mr. Rizzuto regarding this request and he has advised that he is opposed to changing the regulation as tow trucks may deliver vehicles at any time after the office is closed.

On-street parking in this area is at a premium. The implementation of the requested regulation would provide two on-street parking spaces in the evening and on weekends and maintain a 47 foot corner clearance. Staff are of the opinion that this is a reasonable compromise between the parking needs of the residents and the operational concerns of the area business. Therefore, staff concurs with this request. Alderman Don Drury has also advised that he concurs with this request.

SH/CVB/MBH/kg


OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH STREET
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
SITE PLAN CONTROL BY-LAW 82-08
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
H/S 647b
WENTWORTH STREET
EAST
CLARK AVENUE NORTH
SITE PLAN CONTROL BY-LAW 82-09
REITH ST
J/S-647 & 647b
J/S-648
TH. & B. RAILWAY
J/S-647
J/S-647b
D/S-647b
BURTON ST
D/S-647b
EMERALD ST
DOUGLAS ST
CREEVER ST
H/S-647b
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
BIRGE ST

2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 February 29
File No. TEC-042-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 130 Campbell Avenue - Request to Discharge a Residential Boulevard Parking Agreement.

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 274603 C.D. to the property at No. 130 Campbell Avenue be discharged, at the property owner's expense; and

b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

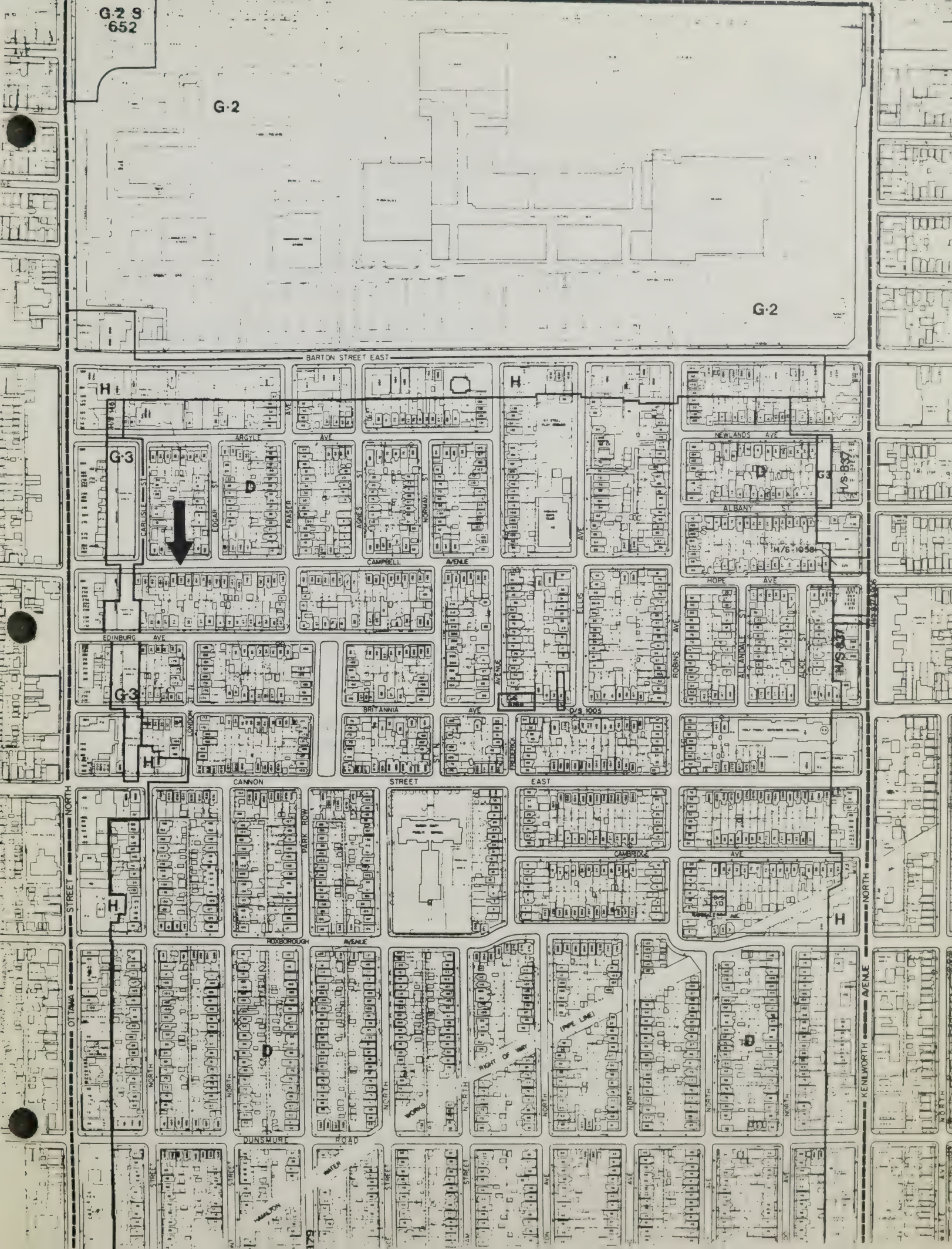
In 1984, the Traffic Department approved an application by the owner of the property at 130 Campbell Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1984 March 14.

The new owner of the property has written to the Traffic Division requesting that the existing agreement be discharged, since the home has been demolished and the new home

has a garage such that the parking area is completely on private property. Therefore, staff concurs with this request.

CVB/ca

c.c. P. Noé Johnson, City Solicitor
Law Department


G-2 S
652
G-2
G-2
BARTON STREET EAST
H
H
G-3
ARGYLE AVE
CARLISLE ST
EDGAR ST
FRASER ST
AGNES ST
NORMAN ST
CAMPBELL AVENUE
NEWLANDS AVE
ALBANY ST
HOPE AVE
ELLIS AVENUE
ROBINS AVE
ALLENDALE ST
ALICE ST
EDINBURG AVE
G-3
BRITANNIA AVE
LONDON ST N
FREDERICK
H
CANNON STREET EAST
H
PARK ROW NORTH
CAMBRIDGE AVE
H
ROXBOROUGH AVENUE
OTTAWA STREET NORTH
KENILWORTH AVENUE NORTH
DUNSMURE ROAD
HAMILTON

2(B)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 19
File No. TEC-052-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 485 Catharine Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Catharine Street North commencing at a point 116 feet north of MacAuley Street East and extending to a point 20 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Yvonne Fortman, 485 Catharine Street North.

L Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Yvonne Fortman, 485 Catharine Street North, that a reserved "Permit Parking" regulation be implemented on the west side of the street in front of her home since she is disabled.

Catharine has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Fortman possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg

D
J
D
D
D
D
D
D
K
J
D/S 607
G/S 997
DE-3
DE-3
182
902
276
BROCK STREET
BURLINGTON STREET EAST
WOOD STREET EAST
MACAULEY STREET EAST
PICTON ST. EAST
FERRIE STREET EAST
SIMCOE STREET
STRACHAN STREET EAST
NORTH WELLINGTON STREET
NORTH MARY STREET
NORTH CATHARINE STREET
NORTH JOHN STREET
HUGHSON ST NORTH
FERGUSON AVENUE
CANADIAN NATIONAL RAILWAY FREIGHT YARDS

2(B)(i)(9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 1
File No. TEC-044-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 108 Wood Street East - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Wood Street East commencing at a point 159 feet east of Catharine Street North and extending to a point 14 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Susan Martin, 108 Wood Street East.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

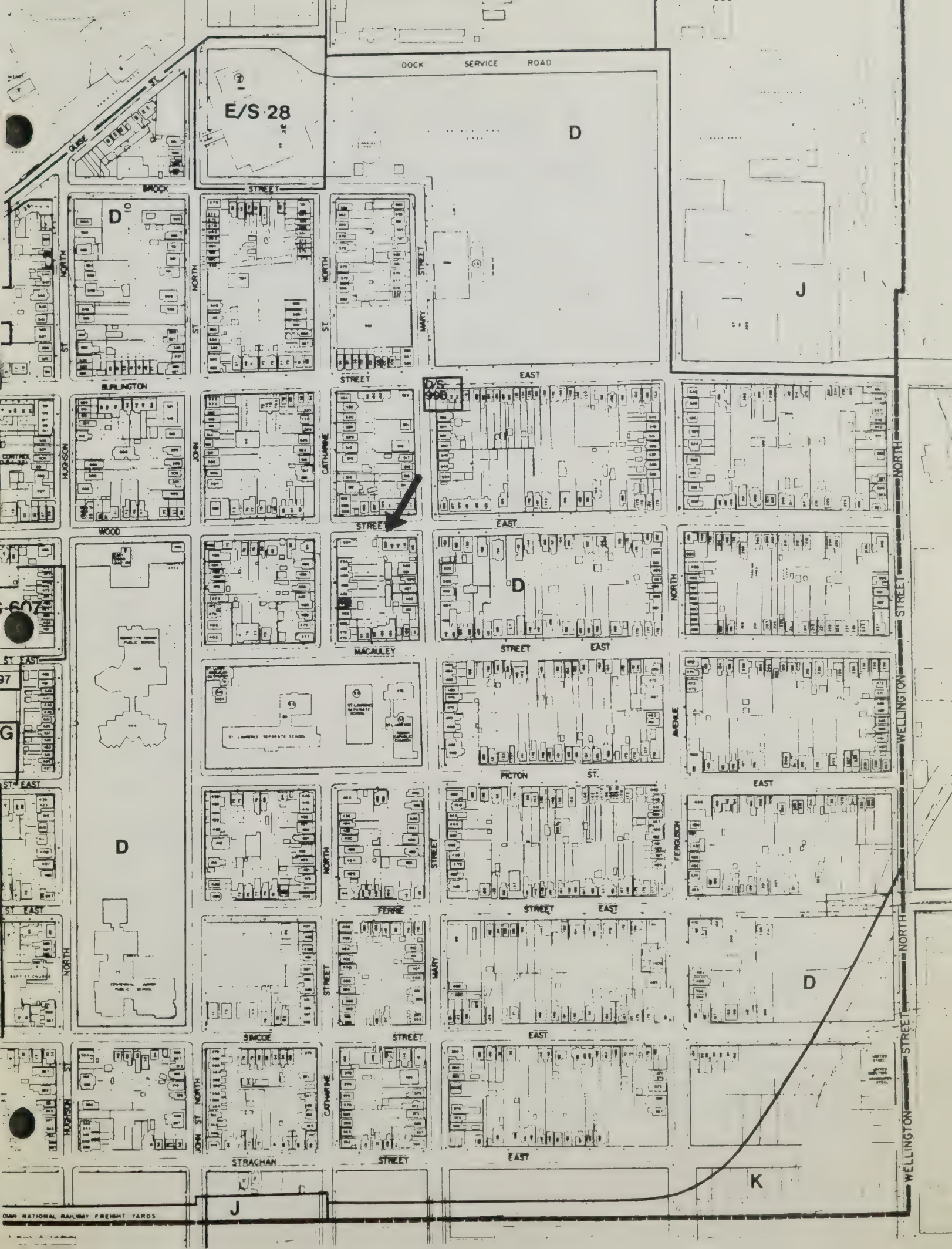
Staff has received a request from Ms. Susan Martin, 108 Wood Street East, that a reserved "Permit Parking" regulation be implemented on the south side of the street in front of her home since she is disabled.

Wood has a 25 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Martin possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property.

The subject regulation will abut a portion of the frontage of 110 Wood Street East and this resident has advised that she supports the request. Therefore, staff concurs with the request.

SH/CVB/MH/kg


DOCK SERVICE ROAD
E/S 28
D
J
K
EAST
NORTH
STREET
MACAULEY
PICTON ST.
FERRIE
SIMCOE
STRACHAN
WELLINGTON
AVENUE
FERGUSON
CATHARINE
JOHN
MARY
HUGHSON
WOOD
BURLINGTON
CANADIAN NATIONAL RAILWAY FREIGHT YARDS

2(B)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 19
File No. TEC-051-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Justine Avenue and Park Row South - Corner Clearance

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the south side of Justine Avenue commencing at Park Row South and extending to a point 40 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

L Tuff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

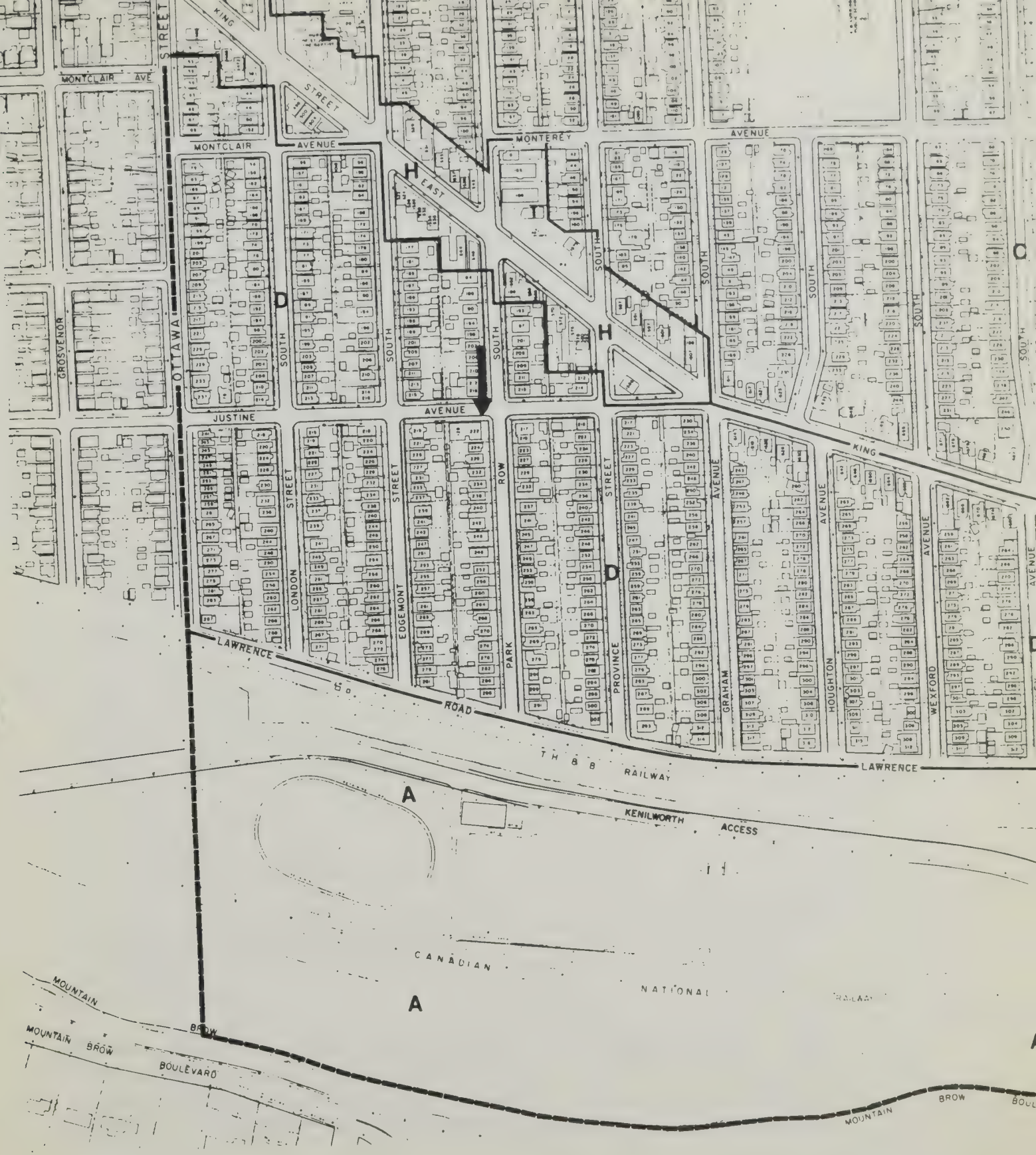
BACKGROUND:

Staff has received a request from Martin Smeep, 260 Park Row South, that a corner clearance be implemented on the south side of Justine, west of Park Row. Mr. Smeep has expressed concern that parked vehicles in this area obstruct visibility of northbound motorists on Park Row stopped at this intersection.

Justine has a 30 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in this area.

The implementation of the requested regulation would result in a loss of only one on-street parking space. A 60 to 75 foot corner clearance would be appropriate for this situation, however, since this area is heavily parked, staff are of the opinion that a 40 foot corner clearance is a reasonable compromise between public safety and the demand for on-street parking. Therefore, staff concurs with this request.

SH/CVB/MBH/kg


MONTCLAIR AVE
KING STREET
MONTCLAIR AVENUE
MONTEREY AVENUE
H EAST
GROSVENOR
OTTAWA STREET
SOUTH
JUSTINE AVENUE
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVENUE
WEXFORD AVENUE
KING
LAWRENCE ROAD
LAWRENCE
T H & B RAILWAY
KENILWORTH ACCESS
CANADIAN NATIONAL
MOUNTAIN BROW BOULEVARD
MOUNTAIN BROW
A
D
H

2(BXi)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 21
File No. TEC-054-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 103 Ravenbury Drive - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of Ravenbury Drive (west leg) commencing at a point 209 feet south of the south curb line of Ravenbury Drive (north leg) and extending to a point 39 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

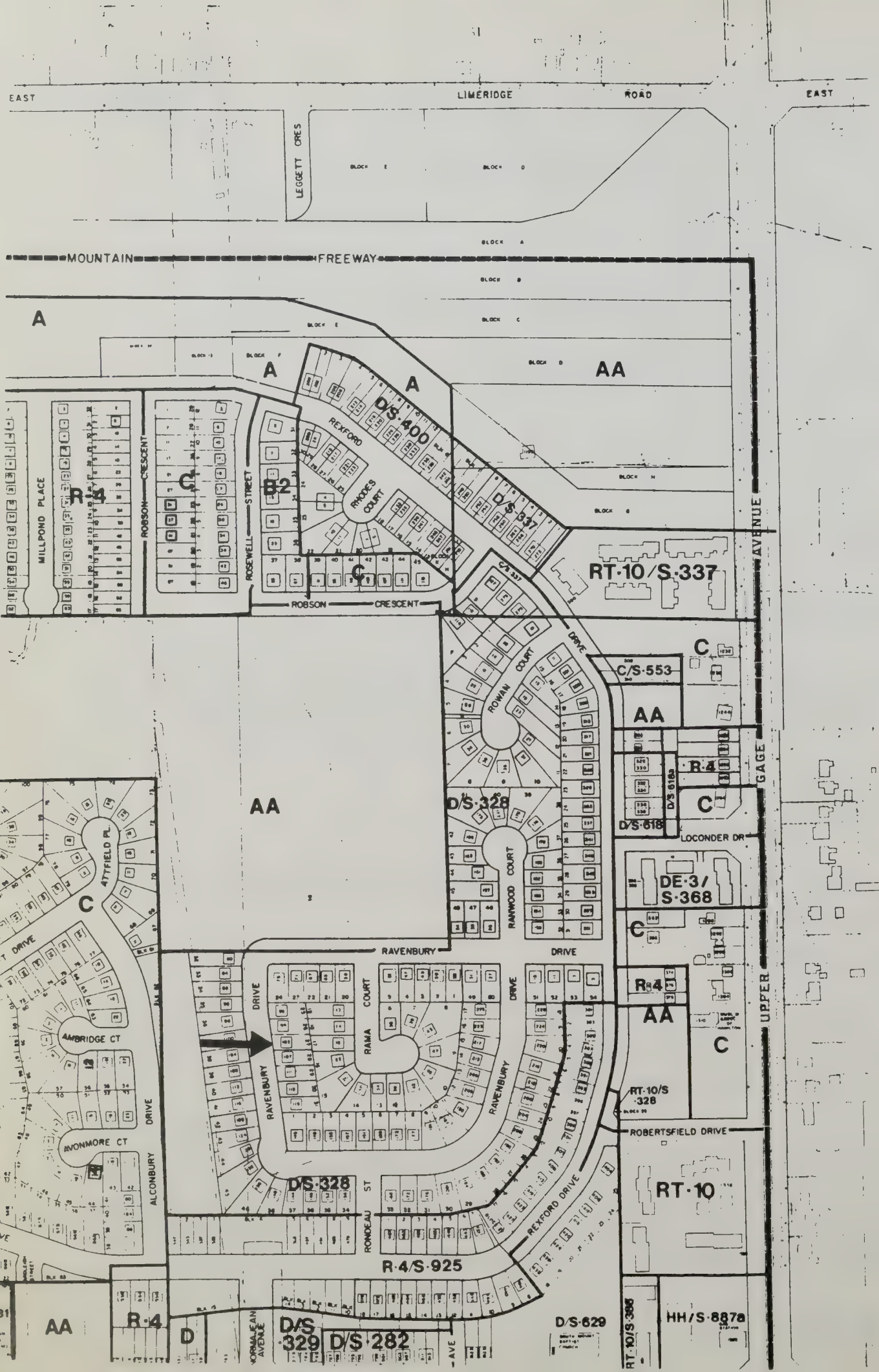
Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mary Farrell, 352 Upper Kenilworth Avenue, that a "Wheelchair Loading Zone, 24 hours a day, 7 days a week" regulation be implemented on the east side of Ravenbury directly in front of her sister's (Helen Labuda) home located at 103 Ravenbury Drive since her sister is disabled and requires the use of Darts vehicles.

Ravenbury has a 26 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Ms. Helen Labuda's property. However, since virtually all residents in this area have available off-street parking and since parking is permitted on both sides of the street in this area, staff does not anticipate any parking problems for area residents and concurs with the request.

SH/CVB/MBH/kg


EAST
LIMERIDGE
ROAD
EAST
LEGGETT CRES
MOUNTAIN
FREEWAY
A
AA
D/S·400
REXFORD
RHODES COURT
D/S·337
RT·10/S·337
MILLPOND PLACE
R4
ROBSON CRESCENT
ROSEWELL STREET
B2
C
ROBSON CRESCENT
AVENUE
ROWAN COURT
DRIVE
C/S·553
C
AA
R·4
D/S·618
D/S·328
LOCONDER DR
DE·3/
S·368
RANWOOD COURT
RAVENBURY
DRIVE
R·4
AA
C
ATTFIELD PL.
AMBRIDGE CT
AVONMORE CT
ALCONBURY
DRIVE
RAMA COURT
RAVENBURY
DRIVE
RT·10/S
·328
ROBERTSFIELD DRIVE
D/S·328
RONDEAU ST
REXFORD DRIVE
RT·10
R·4/S·925
AA
R·4
D
D/S
329
D/S·282
D/S·629
RT·10/S·386
HH/S·8878

2(B)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 15
File No. TEC-048-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Brighton Avenue and Morley Street - Intersection Control

RECOMMENDATION:

That southbound traffic on Brighton Avenue be required be required to stop for eastbound and westbound traffic on Morley Street and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

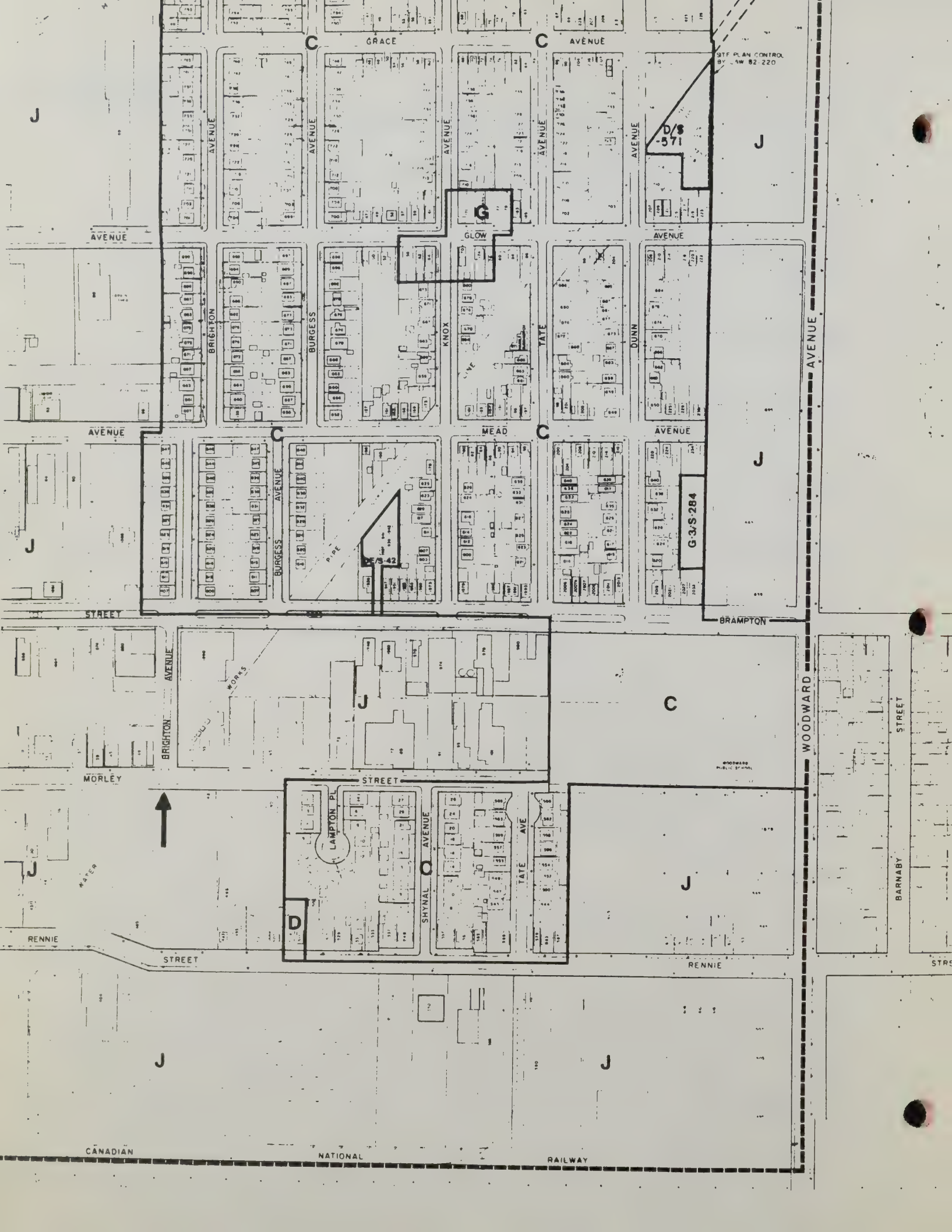
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Jane St. Germain, 49 Morley Street, that stop control be implemented at the intersection of Brighton and Morley.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Brighton be required to stop for eastbound and westbound traffic on Morley.

SH/CVB/MBH/kg


GRACE
AVENUE
SITE PLAN CONTROL BY-LAW 82-220
D/S -571
GLOW
MEAD
BRIGHTON
BURGESS
KNOX
YATE
DUNN
AVENUE
D/S-42
G-3-S-284
BRAMPTON
STREET
WORKS
MORLEY
LAMPTON PL
SHYNAL
TATE
RENNIE
WOODWARD
BARNABY
CANADIAN NATIONAL RAILWAY

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 26
File No. TEC-041-96 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Paint during 1996, Public Works and Traffic Department

RECOMMENDATION:

That a purchase order be issued to Niagara Paint Inc., Hamilton, Ontario, for the supply and delivery of traffic paint as and when required during 1996 by the Public Works and Traffic Department, being the lowest of five bids received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $200,000. be financed through the Pavement Markings Account No. CH-56153 75999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1996.

BACKGROUND:

This tender was advertised and two suppliers submitted bids. The recommended supplier submitted the lowest bid on the items being recommended.

BJM/kg
Attach.

Traffic Paint Tender Results c17-1-96

DESCRIPTION Solvent based	Approx Quantity	Niagara Paints per litr	Niagara Paints total cost	Laurentide Industri per litr	Laurentide Industri total cost
White 205 litre	20000	$1.57	$31,400.00	$2.07	$41,400.00
Yellow 205 litre	50000	$1.57	$78,500.00	$2.28	$114,000.00
White 20 litre	15000	$1.67	$25,050.00	$2.18	$32,700.00
Yellow 20 litre	1000	$1.67	$1,670.00	$2.38	$2,380.00
Black 20 litre	200	$2.35	$470.00	$1.35	$270.00
Thinner, Toluol	8200	$0.92	$7,544.00	$0.72	$5,904.00
TOTAL BID			**$144,634.00**		**$196,654.00**
Water-Borne					
White 205 litre	20000	n/a		n/a	
Yellow 205 litre	50000	n/a		n/a	
White 20 litre	15000	$2.35	$35,250.00	$2.20	$33,000.00
Yellow 20 litre	1000	$2.35	$2,350.00	n/a	
Black 20 litre	200	$2.35	$470.00	$1.50	$300.00
Thinner, Toluol	8200	n/a		n/a	
TOTAL BID			**$38,070.00**		**$33,300.00**

City Hamilton, Feb. 16, 1996

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 March 21
File No. TEC-055-96 / Author: J.R. Walshaw

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Signal Heads during 1996, Public Works and Traffic Department.

RECOMMENDATION:

That the purchase order issued to Econolite Canada Ltd., Scarborough, Ontario for the supply and delivery of traffic signal heads to the Traffic Division of the Department of Public Works and Traffic as and when required during 1996 be amended to approve a maximum spending limit of $75,000. not including taxes, and that this expenditure be financed through the Traffic Signals Materials Account No. CH56152 75999.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds for purchase of materials as recommended have been budgeted for 1996. Virtually all of the traffic signals purchased under this order will be sold to the Regional Municipality of Hamilton-Wentworth for use on the Regional roadway system.

BACKGROUND:

Tenders for the supply and delivery of traffic heads were opened on 1996 December 11. Econolite Canada was the low bidder for traffic signal heads, and met the stated requirements. Based on the order quantities as initially estimated, the order was less than $57,000. and as such did not require Council approval.

The 1996 capital and operating budgets have now been firmed up, and require the use of

signal heads in greater quantities than was expected at the time the tender was prepared. Consequently, the required quantities will cost in excess of $57,000. and Council authorization for a higher expenditure limit is required.

JRW/ca

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 11
File No. TEC-046-96/Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Country Club Drive and Greenhill Avenue and Kentley Drive and Nash Road - Changes to School Crossing Guard Services

RECOMMENDATION:

a) That a School Crossing Guard be assigned to the intersection of Kentley Drive and Nash Road during the morning and evening school crossing periods only, on a permanent basis; and

b) That the School Crossing Guard at Country Club Drive and Greenhill Avenue be removed.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

These changes will have a neutral impact on the current School Crossing Guard Program budget.

BACKGROUND:

Kentley Drive and Nash Road

Aldermen Fred Eisenberger and Chad Collins requested that staff investigate the requirement for a School Crossing Guard at the intersection of Kentley Drive and Nash Road. Simultaneous to this, staff received a similar request from the Principal of St. Bernard's School.

This intersection is controlled by a traffic signal which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff have noted that there are behavioral problems at the intersection which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and/or stopping for the traffic signal. In addition, there were numerous occasions where the children were crossing Nash Road incorrectly. Therefore, staff recommends that a School Crossing Guard be assigned to the intersection of Kentley Drive and Nash Road during the morning and evening crossing periods only.

In accordance with approved emergency procedures, a School Crossing Guard will be temporarily assigned to this location on 1996 March 19.

Country Club Drive and Greenhill Avenue

Departmental studies indicate that only two children cross Greenhill Avenue with the School Crossing Guard at this location on a regular basis. These two siblings attend St. Luke's School on Albright Road and have the option of using the subject crossing or the signalized intersection of Albright Road and Greenhill Avenue which also has a School Crossing Guard. In either case the children do not have to go out of their way to get to school. Staff contacted the parents of these children and advised them of the situation, at which time they agreed to having their children cross at Albright Road and Greenhill Avenue. They were not opposed to the removal of the School Crossing Guard at Country Club Drive and Greenhill Avenue. Both Aldermen Eisenberger and Collins have been consulted on this matter and at this point, agree with the removal. Therefore, staff recommends that the School Crossing Guard be removed from the intersection of Country Club Drive and Greenhill Avenue. A School Crossing Guard would remain on duty for an appropriate phase out period to direct children on the proper method and best location to cross the roadway.

TA/MH/kg


PAGE NO.
85
S-144
DE-2/S-27
AA
B-1
B-S-923
B-2
D
C
HART PL.
CRAWFORD
DRIVE
NUGENT
EDE STREET
KENTLEY
SANDLYN CT.
EUGENE ST.
NORTH
ROAD
B-1/S-923
REDWOOD CT.
WOODMAN
DE/S-140
B-1
E-2/S-71
B
DE-2/S-186
E-2
HH
E-2/S-18
DE/S-95
DE
G-3
HH/S-910
HH
HH/S-66
TIA DR.
OAKLAND
ELLINGWOOD AVENUE
HOUNSLOW CT.
ILFORD CT.
DUCHESS COURT
KINGS CT.
LORD CT
QUEENS CT.
LADY CT
DE-2/S-22
QUEENSTON
ROAD
TRUFF RD S

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 11
File No. TEC-045-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South Side of Greenhill Avenue adjacent to St. Christopher School - Taxi Stand

RECOMMENDATION:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Greenhill Avenue commencing at a point 79 feet east of Kimberly Drive and extending 20 feet easterly and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1996 Departmental operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

A parent of students attending St. Christopher School has requested that a Taxi Stand be implemented adjacent to the school on the south side of Greenhill Avenue, east of Kimberly Drive to accommodate one taxi. Presently, parking is prohibited in this area.

Loading and unloading by all vehicles is presently permitted in the restricted area. However, the taxi transporting "special need" students is frequently forced to stop long distances from the doors of the school because the area is often occupied by parents stopping to pick up and drop off their children. The request has been discussed with Alderman Chad Collins, the Transportation Division of the Separate School Board and the Principal of the school, who are all in agreement with the proposal. Therefore, in order to reserve an area for the taxi to stop while picking up and dropping off the "special need" students at the entrance to St. Christopher School, staff concurs with the request for a Taxi Stand.

ERA/MH/kg


KIMBERLY DRIVE
KIMBERLY DRIVE
DUNMORE DRIVE
MONTROSE AVENUE
DUNMORE AVENUE
DUNMORE ROAD
DUNMORE ROAD
DUNMORE ROAD

2(B)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 1
File No. TEC-043-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Barton Bus Route - Bus Stop Relocation

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be relocated:

Route #2 Barton

Delete - Eastbound - Melvin Avenue, south side, 60 feet west of the west curb line (projected) of Woodward Avenue (M/B),

Add - Northbound - Woodward Avenue, east side, 172 feet north of the north curb line of Melvin Avenue (F/S); and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

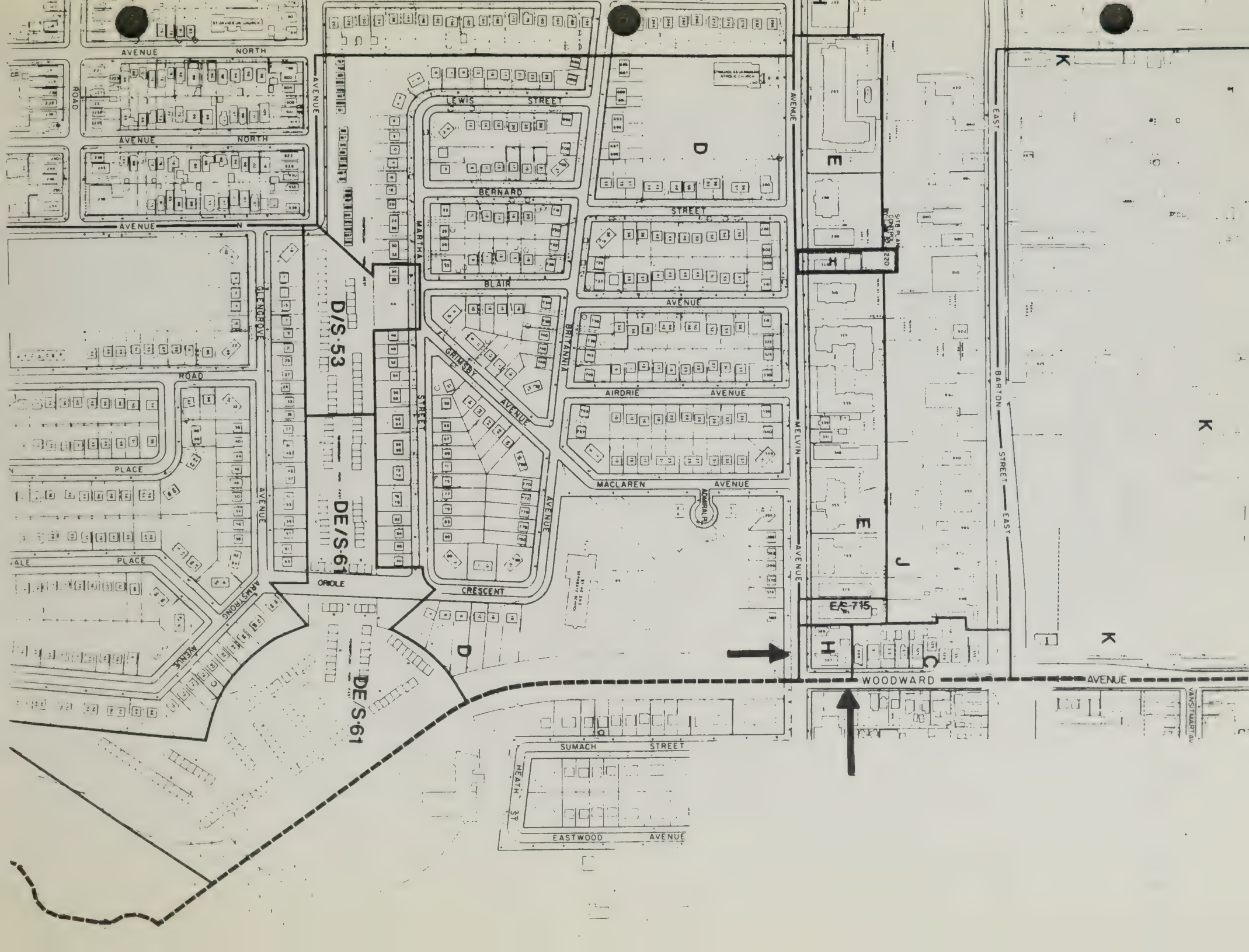
Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway Company has requested permission to relocate the existing bus stop from the south side of Melvin, west of Woodward to the east side of Woodward, north of Melvin. The H.S.R. has advised that it is difficult for buses to service this existing stop and then turn north onto Woodward Avenue. A safer, more desirable location exists on the east side of Woodward, north of Melvin, adjacent to a commercial property.

Staff has investigated this request and finds it satisfactory from a traffic point of view. There will be no loss of on-street parking as both areas are presently signed with a "No Stopping" regulation.

AM/DR/SH/CVB/MH/kg


AVENUE NORTH
ROAD
AVENUE
LEWIS STREET
BERNARD STREET
BLAIR AVENUE
MARTHA STREET
GLENROSE AVENUE
ROAD
PLACE
D/S-53
DE/S-61
ORIOLE CRESCENT
GRIMSBY AVENUE
BRITANNIA AVENUE
AIRDRIE AVENUE
MACLAREN AVENUE
ADMIRAL PL
MELVIN AVENUE
EAST BARTON STREET EAST
E/E-715
WOODWARD AVENUE
SUMACH STREET
HEATH ST
EASTWOOD AVENUE
VANSITMARTAV
ARMSTRONG AVENUE
D
E
H
J
K

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: March 18, 1996
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-96-14)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill
BY E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: April 30, 1996

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
MacNab Street	394 MacNab Street N	J. & I. Jose	Portion of the front porch measuring 3.033m x 0.113m	$138/20	T103 50 1215
Vineland Avenue	36 Fairholt Road S	P. & A. Byrne	Portion of chimney measuring 1.295m x 0.061m and eaves measuring 4.267m x 0.183m	$138/20	T103 50 1226
Public Assumed alley	144 Herkimer St.	A. Noble & J. & S. Hammond	Corner portion of frame garage encroaching by 0.060m	$138/20	T103 50 1217
Linwood Avenue	40 Linwood Avenue	C. Prunean	Portion of concrete steps measuring 1.829m x 0.576m	$138/20	T103 50 1232

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 20
S726-191 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

To incorporate certain City land into Eleanor Avenue by By-Law. (R-96-15)

RECOMMENDATION:

a) That the following City land be incorporated into Eleanor Avenue:

Eleanor Avenue	Part 4	62R-13505

b) That the By-Law to carry out the incorporation of the said land into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete a condition of severance, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Eleanor Avenue	Part 4, on Plan 62R-13505, being part Lot 14, Registered Plan 853	N/A	To complete the conditions of severance	S726-191

GM KD
cb:GM/KML
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 4, ON PLAN 62R-13505
INTO ELEANOR AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Eleanor Avenue within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Eleanor Avenue.

Part of Lot 14, Registered Plan 853, designated as Part 4, on Plan 62R-13505.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

2(D)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 18

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PW96.1038)**

RECOMMENDATION:

That the appropriate by-law to amend By-law No. 10605 respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On March 12, 1996 City Council, in adopting Item 17 of the 4th Report of the Transport and Environment Committee, authorized the City Solicitor to prepare the attached by-law respecting revised costs to the Corporation for the installation of local improvements.

LEF:as

c.c. D. Lobo, Director of Public Works

c.c. Allan C. Ross, Treasurer

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 96-

To Amend:

Local Improvement By-law No. 10605

Respecting:

REVISED COSTS TO THE CORPORATION FOR THE INSTALLATION OF LOCAL IMPROVEMENTS

WHEREAS By-law No. 10605, passed on the 15th day of December, 1964, as amended by By-laws Nos. 67-150, 73-72, 80-127, 80-156, 82-40, 83-75, 84-41, 85-70, 86-78, 88-096, 89-76, 90-49, 91-16, 92-102, 93-002 and 94-002, provides for the undertaking of local improvements in accordance with the Local Improvement Act;

AND WHEREAS subsection 4a of section 13 of said By-law No. 10605, as amended, provides for the local improvement rates to be charged against abutting lands for work done under the Local Improvement Act;

AND WHEREAS By-law No. 94-002, passed on the 25th day of January, 1994 repealed subsection 4a of section 13 to By-law No. 10605, as amended, and re-enacted a new subsection 4a to section 13 to provide for increased maximum local improvement rates, chargeable on a per metre frontage basis against abutting lands for work done under the Local Improvement Act;

AND WHEREAS City Council, on March 12, 1996, in adopting Item 17 of the 4th Report of the Transport and Environment Committee directed that the maximum local improvement charges per metre of frontage be increased as hereinafter provided.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. Subsection 4a of section 13 of By-law No. 10605, as re-enacted by By-law No. 94-002, is repealed and the following substituted therefor:

   (4a) The chargeable amount per metre frontage referred to in clause (a) of subsection 4 shall be as follows:

   1. For curbs only at the rate of $79.00 per metre frontage.

   2. For sidewalks only at the rate of $101.00 per metre frontage.

   3. For sidewalks and independent curbs or combined sidewalks and curbs, at the rate of $151.00 per metre frontage.

   4. For roadway only, at the rate of $260.00 per metre frontage.

   5. For alleys, at the rate of $107.00 per metre frontage.

6. For roadway and curbs only in industrial subdivisions, at the rate of $349.00 per metre frontage.

2. In all other respects By-law No. 10605, as amended, is hereby confirmed, unchanged.

PASSED this day of , 1996

CITY CLERK MAYOR

(1996) 4 R.T.E.C. 17, March 12

2(D)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 21

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: By-law Respecting Collectible Waste

RECOMMENDATION:

That the appropriate By-law to amend Section 22 of By-law No. 85-159, to revise the maximum fine for the Collectible Waste By-law to $5,000., be approved.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See below

BACKGROUND:

By-law No. 85-159 regulates the collection of garbage. Section 22 of the By-law currently has a maximum fine of $2,000. for a charge under the By-law. This was the maximum fine level when the By-law was enacted. The Province has increased the maximum fine range to $5,000. The actual fine maximum for municipal by-laws now appears in the Provincial Offences Act. The attached By-law would increase the maximum fine of the By-law to $5,000.

LEF:as

c.c. D. Lobo, Director of Public Works
Attention: D. Heintz

Bill No.

The Corporation of the City of Hamilton

By-law No. 96-

To Amend By-law No. 85-159

Respecting:

COLLECTIBLE WASTE

WHEREAS By-law 85-159 was enacted by City Council on the 27th day of August, 1985, regarding the collection of waste.

AND WHEREAS City Council, on **(specify)**, 1996, in adopting Item **(specify)** of the **(specify)** Report of the Transport and Environment Committee authorized this Amending By-law.

NOW THEREFORE:

Section 22 of By-law 85-159 is repealed and the following is substituted in lieu:

"22. Every person who contravenes any provision of this by-law is guilty of an offence and upon conviction is liable to the penalties specified by section 61 of the Provincial Offences Act R.S.O. 1990, chapter P.33."

PASSED this day of 1996.

CITY CLERK MAYOR

(1996) **(report no.)** R.T.E.C. **(item), (date)**

2(E)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 22

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P.Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Option to Purchase part of 1476 Upper Gage Avenue
Joseph Salgo and Joan Marie Salgo

RECOMMENDATION:

(a) That an Option to Purchase, duly executed by Joseph Salgo and Joan Marie Salgo on 1996 March 15 and scheduled to close on or before 1996 May 30 for the purchase of the lands being composed of part of Lot 7, Concession 8, in the former Township of Barton, now in the City of Hamilton, more specifically described as Part 3, Plan 62R-11322, containing an area of 303.3 square metres (3,265.1 square feet), more or less, being part of 1476 Upper Gage Avenue, Hamilton, be approved and completed; and,

(b) That as consideration in the amount of $2. has been paid to the owner pursuant to the agreement, this amount be deducted from the purchase price; and,

(c) That it is understood and agreed that all costs for the establishment of the Elmore Drive extension from Elmore Drive to Royal Vista Drive including land costs, consultant fees, construction and overhead costs, will be charged against the 1 foot reserve and recovered at the time of development of the abutting lands in accordance with standard subdivision policies; and,

(d) That the Mayor and City Clerk be authorized and directed to execute all the necessary documents.

J. G. Pavelka

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

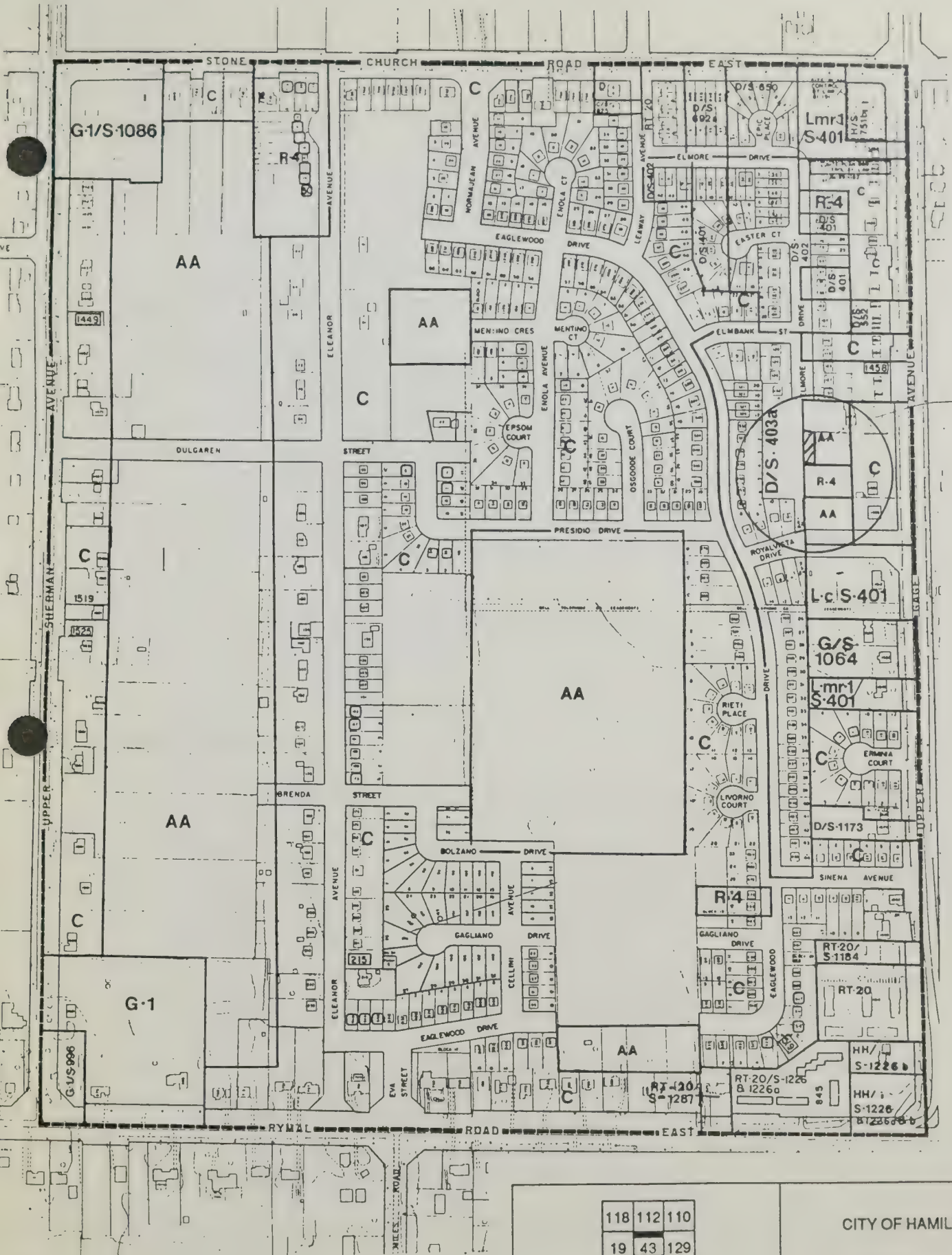
BACKGROUND:

On 1996 February 13, City Council adopted Item 20 of the 3rd Report of the Transport and Environment Committee authorizing the Director of Property to negotiate with Joseph and Joan Salgo for the acquisition of a portion of their lands required for the extension of Elmore Drive in the Eleanor Neighbourhood.

The owners of the property have agreed to sell to the City the required lands for the establishment of Elmore Drive for $2. and acknowledge that the City will recover all costs associated with the establishment of Elmore Drive at the time of development.

KN/hew

c.c. P. Noé Johnson, City Solicitor
Allan C. Ross, Treasurer
E. Chajka, Manager of Development, Roads Department
Attention: P. Strong
C. Bandurka, Property Clerk, Surveys



118	112	110
19	43	129
23	15	14

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

ELEANOR

ZONING

Neighbourhood Boundary

Zoning Boundary

0 100m

SCALE 50m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department

PLANNING UNIT NO 7505

PAGE NO 43

2(E)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 22

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P.Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Option to Purchase
Part of 1490 Upper Gage Avenue
Gene Lee, Helen Lee and Daniel Stuart Alvey

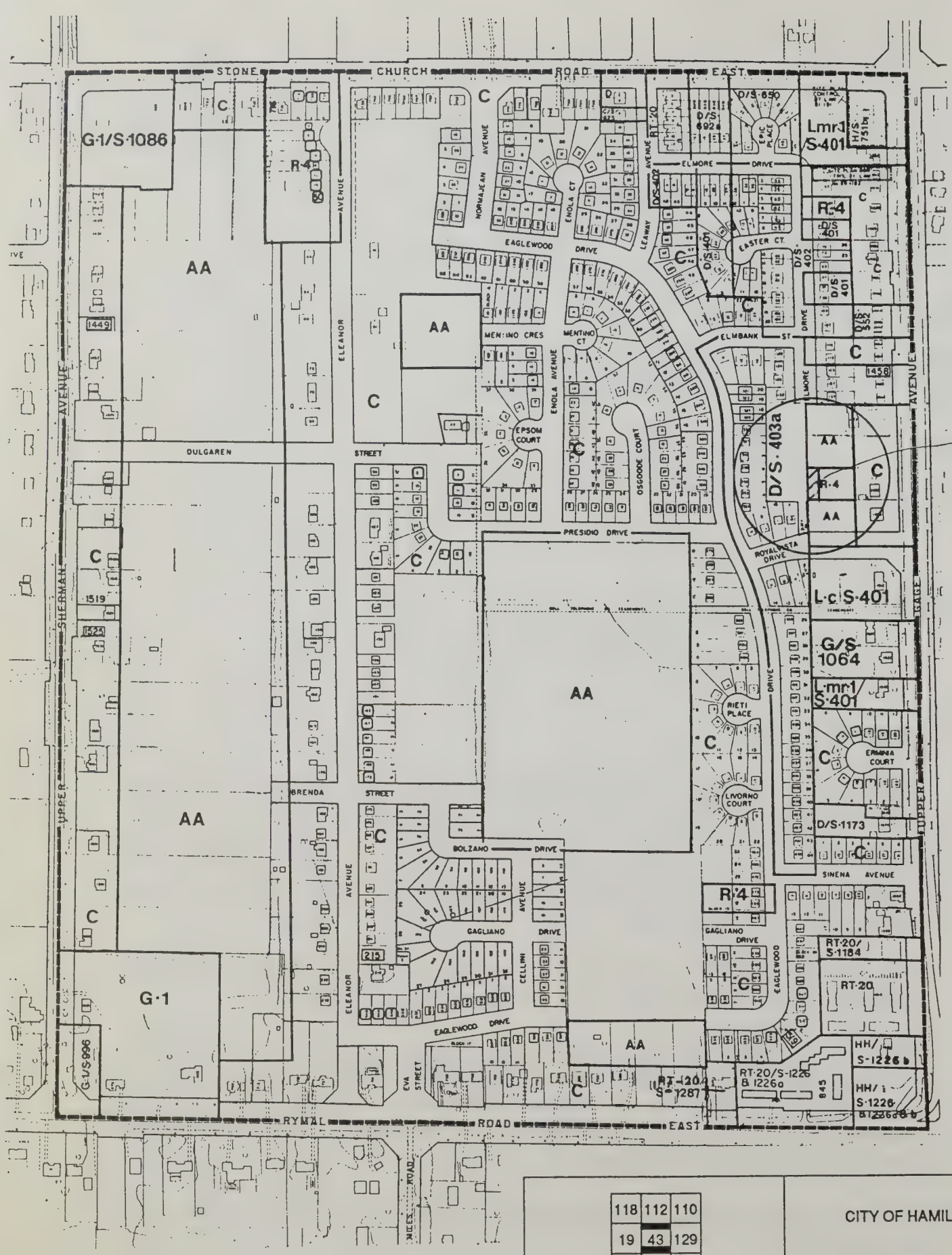
RECOMMENDATION:

(a) That an Option to Purchase, to be executed by Gene Lee, Helen Lee and Daniel Stuart Alvey and scheduled to close on or before 1996 May 30 for the purchase of the lands being composed of part of Lot 7, Concession 8, in the former Township of Barton, now in the City of Hamilton, more specifically described as Part 4, Plan 62R-11322, containing an area of 305.18 square metres (3,285.14 square feet), more or less, being part of 1476 Upper Gage Avenue, Hamilton, be approved and completed; and,

(b) That as consideration in the amount of $2. has been paid to the owner pursuant to the agreement, this amount be deducted from the purchase price; and,

(c) That it is understood and agreed that all costs for the establishment of the Elmore Drive extension from Elmore Drive to Royal Vista Drive including land costs, consultant fees, construction and overhead costs, will be charged against the 1 foot reserve and recovered at the time of development of the abutting lands in accordance with standard subdivision policies; and,

(d) That the Mayor and City Clerk be authorized and directed to execute all the necessary documents.



118	112	110
19	43	129
23	15	14

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For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

ELEANOR

ZONING

Neighbourhood Boundary

Zoning Boundary

0 100m

SCALE 50m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department

PLANNING UNIT NO 7505

PAGE NO 43

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1996 February 13, City Council adopted Item 20 of the 3rd Report of the Transport and Environment Committee authorizing the Director of Property to negotiate with Gene Lee, Helen Lee and Daniel Stuart Alvey for the acquisition of a portion of their lands required for the extension of Elmore Drive in the Eleanor Neighbourhood.

The owners of the property have agreed to sell to the City the required lands for the establishment of Elmore Drive for $2. and acknowledge that the City will recover all costs associated with the establishment of Elmore Drive at the time of development.

KN/hew

c.c. P. Noé Johnson, City Solicitor
Allan C. Ross, Treasurer
E. Chajka, Manager of Development, Roads Department
Attention: P. Strong
C. Bandurka, Property Clerk, Surveys

2 (F)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 28

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1996 February 26	Director of Planning and Development	Air Quality Initiatives	1996 February 27
1996 February 6	Commissioner of Public Works and Traffic	Inventory Closure - Public Works and Traffic Department, Traffic Division	1996 February 27
1996 March 21	Commissioner of Public Works and Traffic	Canada/Ontario Infrastructure Works Projects (COIP)	1996 March 25
1996 March 20	Commissioner of Public Works and Traffic	Curbside Collection for Days of Protest 1996 February 23	1996 March 25

Kevin C. Christenson, Secretary
1996 April 1

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1996



THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

NOTICE OF MEETING

URBAN MUNICIPAL

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 April 22
9:30 o'clock a.m.
Room 233, City Hall

APR 22 1996

GOVERNMENT DOCUMENTS

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   CleanSoils Limited - Waste Disposal Site
   Pier 26 - Hamilton Harbour East Port Development
   Mr. J. Howlett & Ms. M. Pacey

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   MacNab-Charles Heritage Conservation District
   Proposed Streetscape Improvements

4. **CITY ENGINEER**
   (Commissioner of Regional Environment)

   1996 Servicing Expenditures Related to Subdivisions

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Commissioner of Public Works and Traffic	Report Back
3.	School Crossing Guard - Cochrane Road and Montrose Avenue	1995 December 4	Commissioner of Public Works and Traffic	Report Back - 1996 June 17th meeting
4.	Traffic Safety - Britannia Avenue between Kenilworth Avenue and Strathearn Avenue	1995 December 4	Commissioner of Public Works and Traffic	Report Back
5.	Leaf and Yard Waste Collection Program	1996 March 4	Commissioner of Public Works and Traffic	Report Back 1996 May 6 meeting
6.	Road Closure Portion of Niagara, Ship and Hillyard Street	1996 March 4	City Engineer and Ward Aldermen	Report Back
7.	Parking Regulation - Country Club Drive between Greenhill Avenue and Capilano Drive	1996 February 5	Alderman Collins	Tabled for Meeting with Area Residents
8.	Letter from the Hand Association of Sewer, Watermain and Road Contractors	1996 April 1	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
1996 April 22

PRESENTATION TO CITY OF HAMILTON

TRANSPORTATION AND ENVIRONMENT COMMITTEE

APRIL 1, 1996

1

MR. CHAIRMAN AND COMMITTEE MEMBERS. MY NAME IS MARIAN PACEY REPRESENTING THE HAMILTON BEACH COMMUNITY.

THE COMMUNITY HAS REQUESTED THAT THEIR PETITION AND VIEWS AGAINST THE LOCATION OF CLEAN SOILS BE PRESENTED TO YOUR COMMITTEE WITH A VIEW TO OBTAINING YOUR SUPPORT IN HAVING THE CLEAN SOILS OPERATION MOVED FROM ITS PRESENT LOCATION ADJACENT TO THE HAMILTON BAY OFF EASTPORT DRIVE.

THIS COMPANY'S OPERATION IS TO PURIFY HYDROCARBON CONTAMINATED SOIL. OUR COMMUNITY IS BEING ADVERSELY AFFECTED THROUGH PARTICULATE EMISSIONS, FUGITIVE EMISSIONS DUE TO UNCOVERED 25000 METRIC TONS CONTAMINATED SOIL BEING STORED ONSITE AT ANY GIVEN TIME, OPEN CONVEYOR SYSTEMS, FOUL SMELLS AND NOISE.

THE PETITION SHOWS A LARGE PERCENTAGE OF THE COMMUNITY, 97%, DO NOT WANT THIS TYPE OF OPERATION IN ITS PRESENT LOCATION. THIS OPERATION IS ON LAND THAT WAS REZONED TO ACCOMMODATE A FACILITY THAT SHOULD NEVER BE SITUATED CLOSE TO A RESIDENTIAL AREA. OUR COMMUNITY FOR YEARS HAVE BEEN DEALING WITH INDUSTRIAL POLLUTION. THE BEACH COMMUNITY SHOWED STRONG LEADERSHIP IN FORMING A STAKEHOLDERS COMMITTEE. PROGRESS HAS BEEN MADE WITH SOME OF THE LARGE OPERATIONS, JUST AS WE CAN SEE SOME MINOR PROGRESS AND PERHAPS A DIM LIGHT AT THE END OF THE TUNNEL. NOW WE HAVE A NEW OPERATION DIRECTLY IN OUR BACKYARDS THAT IS CAUSING ENVIRONMENTAL PROBLEMS AND UNKNOWN HEALTH EFFECTS??. THIS TYPE OF OPERATION SHOULD NEVER HAVE BEEN ALLOWED TO LOCATE SO CLOSE TO A RESIDENTIAL AREA.

THIS COMPANY IS NOT IN COMPLIANCE - WAS ALLOWED A REZONING FROM UTILITY TO K ZONING WITHOUT ANY PUBLIC CONSULTATION OR AT A MINIMUM RECOGNIZING OUR COMMUNITY THAT IS ALREADY DEALING WITH A HEAVY POLLUTION PROBLEM.

THE PROCESS TO LOCATE THIS COMPANY WAS STARTED IN 1992 AND OPERATIONS STARTED IN 1995 - SURELY WITHIN THE 3 YEAR SPAN SOMEONE MUST HAVE KNOWN THAT THIS TYPE OF OPERATION COULD ADVERSELY AFFECT OUR COMMUNITY. REMEDIAL ACTION IN HAVING THE COMPANY IN "COMPLIANCE" IS NOT A SATISFACTORY SOLUTION. THE ONLY SOLUTION TO THIS PROBLEM IS TO HAVE THE COMPANY RELOCATE TO AN AREA THAT IS NOT GOING TO AFFECT A RESIDENTIAL COMMUNITY.

AS OUR CITY FATHERS ARE SO KEEN TO BOAST - THE UNITED NATIONS HAVE AWARDED THIS CITY THE DISTINGUISHED HONOUR OF BEING AN ENVIRONMENTALLY CONSCIOUS COMMUNITY. THE U.N. OFFICIALS MUST HAVE BEEN HONOURED WITH A TOUR OF THE WESTERN END OF OUR COMMUNITY, AS THE EASTERLY APPROACH IS FAIR GAME TO CONTINUE AND PROMOTE ENVIRONMENTALLY UNSOUND PRACTICES. THE WINDOW OF THE EAST END COULD BE GREATLY ENHANCED WITH AN AREA OF OPEN GREEN SPACE AND NOT BY BRINGING HIGH RISK OPERATIONS INTO A LONG TIME COMMUNITY THAT HAS HAD TO FIGHT EVERY STEP OF THE WAY TO BE ACKNOWLEDGED AS A VIABLE COMMUNITY.

MR. CHAIRMAN, COMMITTEE MEMBERS WE HAVE DOCUMENTATION IN OUR POSSESSION THAT SHOWS THE UNORTHODOX MANNER IN WHICH THIS COMPANY WAS ALLOWED TO LOCATE IN ITS PRESENT LOCATION.

WE AS A COMMUNITY REQUEST THE FULL SUPPORT OF THIS COMMITTEE AND CITY COUNCIL TO HAVE THIS COMPANY PLACED ON A WORK STOP ORDER UNTIL IT CAN MOVE ITS PORTABLE OPERATION TO AN AREA THAT WILL NOT AFFECT ANY RESIDENTIAL COMMUNITY. THEY DO NOT REQUIRE WATER ACCESS AS THE OPERATION IS SOLELY SERVICED BY TRUCKING FACILITIES AS WATER TRANSPORTATION IS NOT ECONOMICALLY VIABLE AS STATED BY OFFICIALS REPRESENTING THE COMPANY. (TRUCK TRAFFIC ON BEACH

BOULEVARD HAS INCREASED DUE TO THIS OPERATION). ALSO AN OUTSIDE HEALTH CONSULTANT BEING PAID BY THE COMPANY IN QUESTION HAS TO DO A STUDY. WE ALSO MAINTAIN THIS AREA SHOULD RETURN TO ITS ORIGINAL ZONING OF UTILITY, OR AT THE VERY BEST RECREATIONAL.

THANK YOU FOR THE OPPORTUNITY TO PRESENT OUR BRIEF OUTLINE ON THIS MATTER. OUR COMMITTEE REPRESENTING THE COMMUNITY IS MOST ANXIOUS TO WORK WITH THE CITY ON THIS MATTER AND TO REITERATE IN CLOSING THIS OPERATION MUST BE MOVED.

Mari. W&P

This is a petition regarding the environment Report in issue #16 of the Beach Banner. If we the residents of the Beach band together and take a stand against the zoning of burning the contaminated soil that is causing the horrendous smell on the beach. As a united community we will see effective results to eliminate this problem.

So please take the time to sign!!

We the undersigned are against the continued uncontrolled incineration of contaminated soil. we also request an immediate formation of a long term medical and environmental study to track and hopefully prevent the adverse effects which have destroyed other communities. In addition it is requested that the company provides proof of liability coverage for personal and property damage which has already occurred. Said coverage must be in effect for a minimum of thirty years.

NAME	ADDRESS	COMMENTS
Ken Corey	814 Beach Blvd.	Total Support.
[illegible]	325 Queen Freder	Miss.
Lana Hamilton	667 Beach Blvd	Great!
[illegible]	2 Fourth Ave	Great!
Ted E [illegible]	363 Beach	"About time"
[illegible]	669 Beach Blvd.	"Full support"
Ruby Young	1049 Beach Blvd.	Full Support
Todd Meadows	10 Wunderwood	Full support.
Brenda Laing	10 North Park Ave	"Let's get rid"
Pat O'Hara	272 Beach Blvd	Full Support.
George Bynoe	2 Mareve	Full Support
[illegible]		full support.
[illegible]	400 BEACH BVRD	FULL SUPPORT!
Steve de Wyk	21 GRENVILLE AVE	
[illegible]	593 Beach Blvd	" "
[illegible]	14 Granville Ave	" "
Nicole [illegible]	893 Beach Blvd	Full Support.
R. J Egan	401 Beach Blvd Hamilton	full support
[illegible]	715 Beach Blvd. #2	

OFFICE OF THE CITY CLERK

MEMORANDUM

****

TO: Kevin Christenson, Secretary
Transportation and Environment

YOUR FILE:

FROM: Tina Agnello, Secretary
Planning and Development
Committee

OUR FILE:
PHONE:

SUBJECT: **CLEAN SOILS INC. - PIER 26 EASTPORT DEVELOPMENT, EASTPORT DRIVE**

DATE: 1996 APRIL 18

The Planning and Development Committee, at its meeting of 1996 April 17, moved to receive the attached report and forward it to the Transportation and Environment Committee for information.

TA:br
Attachs.

cc: Len King, Building Commissioner

CITY OF HAMILTON

- INFORMATION -

DATE: 1996 April 12

REPORT TO: Tina Agnello, Secretary
Planning and Development Committee

FROM: Mr. L. King, P.Eng.
Building Commissioner

SUBJECT: Clean Soils Inc. - Pier 26, East Port Development
Eastport Drive (96.2.4.2.1.A)

BACKGROUND:

Present Use:

Waste Disposal Site (Processing)

Zoning:

The zoning of the land has been changed from an "AA" District to an "F-3" District under Zoning By-Law 83-240 pending Ontario Municipal Board approval. Both the "AA" and "F-3" Zoning Districts **do not permit** the proposed use of a waste disposal site (processing).

Last week the Department received information from Alderman Collins who advised that he received information from a constituent regarding Clean Soils Inc. The constituent had concerns that Clean Soils Inc. brought in all raw materials by truck rather than ship, and therefore the use is contrary to Clean Soils Inc. original statement that 90% of materials will be transported by ship/boat. The proposed use, based on this new information, would not fall within the definition of Shipping and Navigation, and is **not permitted** under Zoning By-law 6593.

Site Inspection:

Staff from this Department have attended at the site on two occasions recently, and on both occasions there were neither ship nor trucks on the site. Confirming an actual violation of the use at this time will be difficult and will require an extreme amount of staff time in monitoring the actual operation. One action we will be taking is to request Clean Soils Inc. to provide verifiable confirmation as to how materials are imported or delivered to the site in order to determine whether or not the proposed uses could fall within the definition of Shipping and Navigation. (photos of the site are attached herewith)

.../2

Chronological Background Information

The Ontario Ministry of Environment and Energy's (MOEE) standard procedure for assessing the viability of proposed waste disposal sites is to request comments and concerns from appropriate municipal departments. The comments which the MOEE staff receive are considered in their final evaluation and decision in granting a Certificate of Approval.

MOEE liaises with the Waste Management Division of the Environmental Services Department to co-ordinate municipal comments. On 1992 July 15, a memorandum was circulated to the Local Planning Branch, the Traffic Department, the Noise Control Officer, the Regional Planning Branch, and the Building Department requesting comments on the proposal from Clean Soils Inc. to decontaminate soils contaminated with petroleum hydrocarbons using two thermal desorber units on Pier 26 - Hamilton Harbour Eastport Development.

The Local Planning Branch in a memorandum to the Environmental Services Department dated 1992 July 31 "that legal precedence has established that the City of Hamilton retains land use planning jurisdiction over non-shipping and navigation uses in the area of Hamilton. As the proposed soil treatment facility is not a shipping or navigation use, the applicant would have to comply with the City's Official Plan and Zoning By-Law."

According to Schedule "A" - Land Use Concept of the Official Plan, Pier 26 is designated as Utilities and as noted in Policy A.2.7.1:

> "The primary uses permitted in the areas designated on Schedule "A" as UTILITIES will be for passenger terminals; freight handling facilities and related storage; railway, warehousing and associated parking areas; electric power facilities; pipelines and natural gas lines; and major road facilities. Recognizing the difficulty of predicting the advent of new UTILITIES, only those facilities which are committed for development and/or are prioritized and where their location is known have been identified."

The 1992 July 31 memorandum further notes that "based on the information provided, the proposed soil treatment facility does not comply with the permitted uses within the Utilities designation of the Hamilton Official Plan. Therefore, an amendment to the Official Plan would be required prior to issuing the Certificate of Approval. To summarize, it is our view that no Certificate of Approval for a waste disposal processing site be issued to the proponent unless the Hamilton Official Plan is amended to permit the propose use."

In correspondence to the Secretary of Transport and Environment Committee dated 1992 August 19, the Board of the Hamilton Harbour Commissioners noted that "it is the position of the Commissioners that the City of Hamilton Official Plan and Zoning By-Law do not apply to this site for this use."

.../3

On 1992 August 31, a letter prepared by Clean Soils Inc. was forwarded to the Local Planning Branch to "clarify misunderstandings over the marine aspect of our proposed Hamilton operations."

This letter states that:

> "Proximity and access to the Harbour is essential to the commercial viability of our proposed operation. Marine transportation is the focus of our operation both because it provides low cost access to the entire Canadian market and because transportation cost is the single largest expense item outside of our capital investment. The multi-million dollar capital investment in our facility and work force can only be justified by obtaining access to the entire Canadian market provided by low cost shipping. We cannot economically justify building multiple facilities throughout Canada due to market conditions. Over 200,000 tons of soil per annum or up to 90% of total volume is expected to arrive by marine vessel. Soil within close proximity will be received by truck."

As a result of the receipt of the above-noted information, the Local Planning Branch prepared an additional memorandum to the Environmental Services Department dated 1992 September 10. The memorandum states that:

> "As a result of this additional information and clarification, the proposal is consistent and does not conflict with the policies of the Hamilton Official Plan. The proposed use can be considered to relate to shipping and navigation since extensive shipping activity is taking place. It should also be noted that the waste processing activity is a separate activity from the shipping aspect of the proposal; however, its dependence on the shipping activities is consistent with the above Official Plan policy and on the clear understanding, as stated by the applicant, that 90% of the materials will be transported by ship/boat."

As previously advised to the Environmental Services Department by our letter dated 1992 September 11, the above proposed use can be considered related to shipping and navigation based on the information submitted by Clean Soils Inc. that 90% of the materials will be transported by marine vessel. Therefore, the use could fall within the definition of Shipping and Navigation. Any bona fide shipping and navigation uses authorized by the Hamilton Harbour Commissioners Act or other valid federal legislation are permitted under Zoning By-Law 6593.

Subsequent to this correspondence from the Local Planning Branch and the Building Department, the Environmental Services Department finalized their report to the Transport and Environment Committee. City Council on 1992 September 29 approved the following recommendation:

.../4

35. (a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to Clean Soils Limited establishing the proposed waste disposal (processing) site at Pier 26 - Hamilton Harbour East Port Development in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

(b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the Ministry of the Environment for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

As of today's date, no permit has been issued for any construction on the subject land.

LCK/WW/zr

DATE: September 16, 1992
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to CleanSoils Limited establishing the proposed waste disposal (processing) site at Pier 26 - Hamilton Harbour East Port Development in Hamilton, Ontario provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

Halliday

P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:

The West Central Region of the Ministry of the Environment (MOE) has received an application from CleanSoils Limited for the Certificate of Approval for a Waste Disposal Site - Processing to be located at Pier 26, Hamilton Harbour, East Port Development. The company has requested approval to decontaminate soils contaminated with petroleum hydrocarbons using two Thermal Desorber Units. The MOE invited the City of Hamilton to comment on the proposal in its letter to the City Clerk, dated June 16, 1992.

A report on the application was tabled at the August 17, 1992 meeting of the Transport and Environment Committee at the request of the proponent.

CleanSoils Limited is proposing to conduct its soil recycling operation on Pier 26 of Hamilton Harbour lands. The site is on approximately 8 acres of land created with dredged material from the Hamilton Harbour, and includes a six foot high perimeter chain link fence with gates. The site which is currently vacant, has a soil base which is chemically consistent with the harbour

CleanSoils will be establishing a fixed base processing centre for recycling petroleum contaminated soils into usable fill and roadway material. The facility will deal only with nonhazardous solid materials. CleanSoils cannot handle hazardous materials and generally only deals with gasoline and No. 2 fuel oil contaminated soil. An average of 500 to 1,000 tons of soil will be accepted and processed per day depending on the time of year and market conditions.

The soil to be treated will consist primarily of soil removed from underground storage tank excavations which require upgrading under Provincial regulations. CleanSoils requires case by case approval for each and every soil project before treatment. Registered waste materials will be segregated from all commingled stockpiles before and after treatment to maintain control and separation.

CleanSoils anticipates arrival of the contaminated soil to the site by both marine and truck traffic. Incoming materials will be staged onto the paved area which will be surrounded by a curb or berm as necessary to contain any runoff from the tarped piles. Treated soil will be stockpiled separately to facilitate loading for off site transport.

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:(Cont'd)

CleanSoils Thermal Desorber entails heating soil to between 350 or 450 degrees fahrenheit depending on soil parameters to remove moisture and hydrocarbon contamination. The process gases are treated in a baghouse and subsequently in an afterburner operating at 1400 degrees fahrenheit. The afterburner combusts any airborne hydrocarbons to assure 99+% destruction of hydrocarbons. No ash, residue or waste byproduct is generated and no process water is generated or discharged.

Treated soil meeting cleanup criteria is no longer a waste material and has market value as aggregate. CleanSoils will reuse processed soil in one of three ways: as fill in industrial sites, for roadway material including road base or embankments, or in tank excavation as backfill.

The proponent's application is currently being reviewed by staff from the West Central Branch of the MOE, who in order to properly assess the viability of the proposed project, must obtain comments from other municipal regulatory agencies which may have jurisdiction over land use, traffic, noise, and potential impact of the proposed operations on the abutting properties and the environment.

Concerns were expressed by City and Regional Planning Departments, on initial review of the application, with respect to "zoning verification" and jurisdictional authority over the respective land use. The proponent supplied additional information and clarification regarding the land use. Upon review of the information, the Local Planning Branch of the Regional Planning Department determined that the proposal is consistent and does not conflict with the policies of the Hamilton Official Plan.

The Building Department has reviewed the Planning Department comments and has indicated that the proposed land use would neither be restricted nor prohibited under By-Law 6593 and therefore has no objection to the proponent securing a Certificate of Approval.

The Hamilton Harbour Commissioners have submitted a letter to the MOE confirming that the proposed use of the Hamilton Harbour Commissioners' land by CleanSoils is consistent with the land Use and Development By-law (114) of the Hamilton Harbour Commissioners.

It is generally recognized that there is a need for this type of operation within Southern Ontario, and that the Region of Hamilton-Wentworth will benefit greatly from having this type of operation within its boundaries. However, unless the Hamilton Official plan is amend to permit the proposed use the City of Hamilton should not endorse this proposal.

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:(Cont'd)

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Fire Department, Noise Control, Building Department, and Regional staff representing Environmental Service Department and Planning, are appended to this report and should be reviewed in further detail.

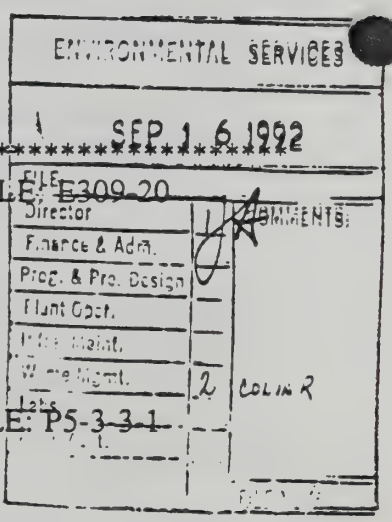
CR/

Attach.

cc: L. Sohal, Secretary, Regional Environmental Services Committee

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM



****

TO: Jim Halliday
Environmental Services Dept.

YOUR FILE: ~~E309-20~~

Attn: Colin Rodgerson
Solid Waste Operations

FROM: Victor Abraham
Director of Local Planning

OUR FILE: ~~P5-3-3-1~~

SUBJECT: Pier 26 - Hamilton Harbour Eastport Development - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

DATE: September 10, 1992

Further to our memorandum of July 31, 1992, this is to advise we have received additional information from CleanSoils Inc. in regard to the marine-related aspect of their proposed waste disposal processing site on Pier 26.

CleanSoils Inc. has indicated that 90 percent of the contaminated soils to be processed at the site will be transported by ship/boat. As such, access to the Harbour is critical to the location of this waste processing facility.

As previously stated, the subject lands are designated "Utilities" in the Official Plan. In particular, policy A.2.7.2 applies to this proposal. Although Official Plan policy A.2.7.2 has been referred to the Ontario Municipal Board, it remains, nonetheless, a Council-approved land use planning policy and states:

"A.2.7.2 Notwithstanding the permitted uses in Policy 2.7.1 above, the following uses will be permitted on Piers 10 to 14 and Piers 25 to 27 inclusive: shipping terminals; marine freight; passenger handling facilities; related storage, vessel and barge docks; and other uses related to shipping and navigation." (OPA No. 87)

As a result of this additional information and clarification, the proposal is consistent and does not conflict with the policies of the Hamilton Official Plan. The proposed use can be considered to relate to shipping and navigation since extensive shipping activity is taking place. It should also be noted that the waste processing activity is a separate activity from the shipping aspect of the proposal; however, its dependence on the shipping activities is consistent with the above Official Plan policy and on the clear understanding, as stated by the applicant, that 90 percent of the materials will be transported by ship/boat.

It appears that the Zoning should be brought into conformity with the Official Plan policies. However, the status of the current zoning on the subject lands should be verified by the Building Commissioner, who is responsible for the implementation of the Zoning By-law.

Based on the above, the Planning and Development Department does not object to the applicant securing a Certificate of Approval from the Ministry of the Environment for the establishment of a waste disposal site (processing), recognizing that all environmental concerns will be met by the Ministry. When this specific matter is brought before the Transport and Environment Committee, direction should be provided to the Planning and Development Committee to bring the Zoning By-law into conformity with the Official Plan, by recognizing the proposed use.

If you have any questions on the foregoing, please contact Bill Janssen at 546-4147.

c.c. Alderman Don Ross
Alderman Henry Merling
David Fasching, CleanSoils Inc.
Len King, Building Department
Patrice Noé Johnson, Law Department
Nick Catalano, Economic Development

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM

****

TO: Colin Rodgerson
Solid Waste Operations

YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning

OUR FILE: P5-3-3-1

SUBJECT: Pier 26 - Hamilton Harbour Eastport Development - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

DATE: July 31, 1992

This memorandum is in response to the memorandum of Peter Dunn dated July 15, 1992 requesting comments on the above-noted application for a Certificate of Approval for a waste disposal site (processing). We understand that CleanSoils Inc. has requested approval to construct a facility that decontaminate soils contaminated with petroleum hydrocarbons using two "Thermal Desorber Units" on an approximately eight acre site at Pier 26 in the Hamilton Harbour Eastport Development. The applicant has indicated that petroleum contaminated soils are to be transported to this location for treatment from across southern Ontario.

It should be noted that legal precedence has established that the City of Hamilton retains land use planning jurisdiction over non-shipping and navigation uses in this area of Hamilton. As the proposed soil treatment facility is not a shipping or navigation use, the applicant would have to comply with the City's Official Plan and Zoning By-law.

According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Utilities.

As noted in Policy A.2.7.1 of the Official Plan:

> "The primary uses permitted in the areas designáted on Schedule "A" as UTILITIES will be for passenger terminals; freight handling facilities and related storage; railway, warehousing and associated parking areas; electric power facilities; pipelines and natural gas lines; and major road facilities. Recognizing the difficulty of predicting the advent of new UTILITIES, only those facilities which are committed for development and/or are priorized and where their location is known have been identified."

Policy A.2.7.2 should be noted as well:

> "Notwithstanding the permitted uses in Policy 2.7.1 above, the following uses will be permitted on Piers 10 to 14 and Piers 25 to 27 inclusive: shipping terminals; marine freight; passenger handling facilities; related storage, vessel and barge docks; and marine related industry or commerce that demonstrates operational need for proximity and access to the Harbour."

The applicant has indicated that the proposed soil treatment facility would rely on marine transportation as well as truck transportation. However, a site plan diagram submitted by the applicant appears to indicate the focus of activity to be oriented to truck traffic. The dock area is fenced off from the portion of the site devoted to soil processing with the caption "dock area used by others" noted on the diagram. Additional details on the marine aspect of the proposed soil treatment facility appears to be unavailable at this time.

Based on the information provided, the proposed soil treatment facility does not comply with the permitted uses within the Utilities designation of the Hamilton Official Plan. Therefore, an amendment to the Official Plan would be required prior to issuing the Certificate of Approval.

We understand the Building Department will respond to you directly on the applicable zoning designation and determine whether a re-zoning is necessary to allow the proposed use.

To summarize, it is our view that no Certificate of Approval for a waste disposal processing site be issued to the proponent unless the Hamilton Official Plan is amended to permit the proposed use.

If you have any further questions on this matter, please contact Bill Janssen at 546-4147.

KE/

c.c. Peter Lampman, Building Department
Patrice Noé Johnson, Law Department

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

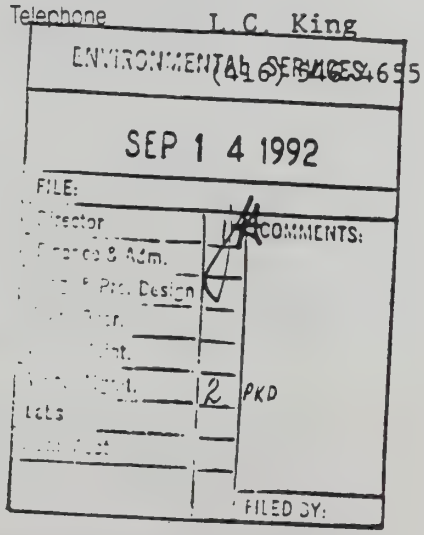
BUILDING DEPARTMENT

FAX - (416) 546-2764
GENERAL INQUIRIES - (416) 546-2720

Refer to File

Attention of

Telephone L.C. King (416) 546-4655



1992 September 11

Mr. J. Halliday
Senior Director
Environmental Services Department
~~Regional Engineering~~

RE: CLEAN SOIL INC.

Dear Sir:

Respecting the application by CleanSoils Inc. for a Certificate of Approval for a Waste Processing Site, please be advised as follows:

1. Please find attached a letter dated August 31, 1992 addressed to Mr. V. Abraham describing the operation of the above-noted processing business.

2. Based on the information contained in that letter it appears that the use could fall within the definition of shipping and navigation and hence would neither be restricted nor prohibited under Zoning By-law 6593.

Based on the above, this Department does not object to the applicant securing a Certificate of Approval from the Ministry of the Environment for the establishment of a waste disposal site (processing), recognizing that all environmental concerns will be met by the Ministry.

Also for your information, a building permit may be issued for the proposed use subject, of course, to the requirements of the Ontairo Building Code. Any construction will require a building permit.

Trusting this will be of assistance to you.

Yours truly,

L.C. KING, P.Eng.
Building Commissioner

LCK\hmp

Enclosure

cc D. Fasching, CleanSoils Inc.
cc Alderman D. Ross
cc Alderman H. Merling

CleanSoils Inc. 84 2nd Avenue S.E., New Brighton, MN 55112 • (612) 639-8811 • FAX (612) 63[illegible] 13

August 31, 1992

Mr. Victor J. Abraham
Director of Local Planning
Planning and Development Department
The Corporation of the City of Hamilton
City Hall, 7th Floor
71 Main Street West
Hamilton, Ontario L8N 3T4

BY FAX (416) 546-4202

Re: CleanSoils Limited — Pier 26 Hamilton Harbour Eastport Development Application for a Certificate of Approval for a Waste Disposal Site - Processing

Dear Mr. Abraham:

I am writing to clarify misunderstandings over the marine aspect of our proposed operations in Hamilton indicated in your July 31, 1992 draft recommendation letter addressed to Colin Rodgerson, Solid Waste Operations. The site plan diagram submitted with the application along with a lack of detail regarding our marine focus apparently created the confusion. The original site plan was intended only to reflect that the Hamilton Harbour Commissioners retain access and control over the first twenty feet next to the waterfront in accordance with their safety, maintenance and overall harbour management responsibilities. Attached is a more detailed site plan showing our proposed marine use at the site.

Proximity and access to the Harbour is essential to the commercial viability of our proposed operation. Marine transportation is the focus of our operation both because it provides low cost access to the entire Canadian market and because transportation cost is the single largest expense item outside of our capital investment. The multi-million dollar capital investment in our facility and work force can only be justified by obtaining access to the entire Canadian market provided by low cost shipping. We cannot economically justify building multiple facilities throughout Canada due to market conditions. Over 200,000 tons of soil per annum or up to 90% of total volume is expected

to arrive by marine vessel. Soil within close proximity will be received by truck. The Region of Hamilton-Wentworth will enjoy benefits of close proximity since soil from sites within the Region can be conveniently transported by truck to the facility. Attached is information related to our marine transportation plan with McKeil Marine Limited, a Hamilton based barge operator. Although we plan to work with a local marine transportation company initially, we intend to eventually own and operate our own marine vessels at this site.

Hamilton is our primary choice of Canadian port cities competing for our Canadian headquarters location. This operation will create approximately Sixty ("60") new jobs for the area and involve an investment of over Three Million Dollars ($3,000,000) in developing the proposed facility. We are excited about the available work force in Hamilton including potential management and supervisory staff, chemists, technicians, equipment operators, welders, electricians, mechanics and sales people. We are encouraged by your recognition of the need for this type of operation within Southern Ontario and that the Region of Hamilton-Wentworth will benefit greatly from having this operation within its boundaries.

I would appreciate the opportunity to meet with you in person next week. I will call you to schedule an appointment.

Sincerely,

David S. Fasching
Director of Business Development
Finance and Administration

Enc. Site Plan and Barge Operator Information

cc: K. Christianson
Transport and Environment Committee

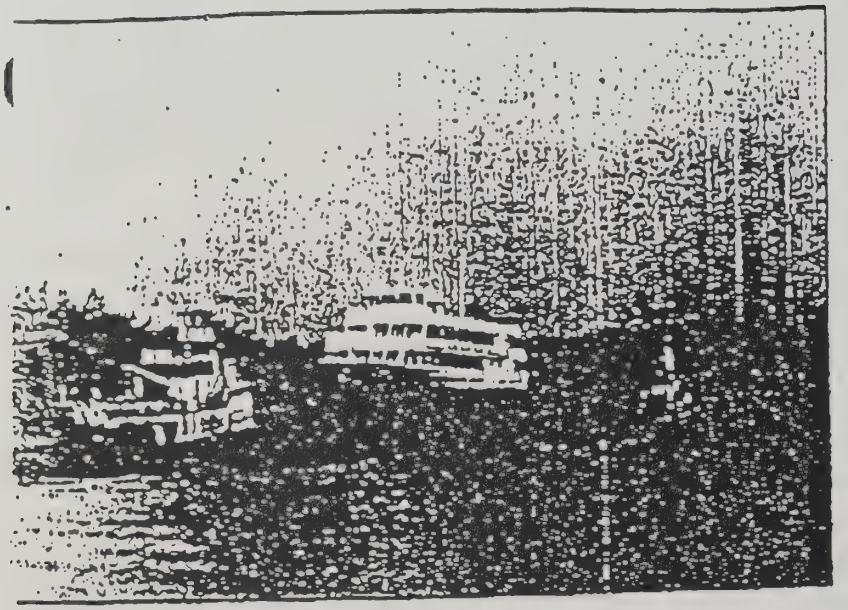
P.J. Halliday
Environmental Services Department

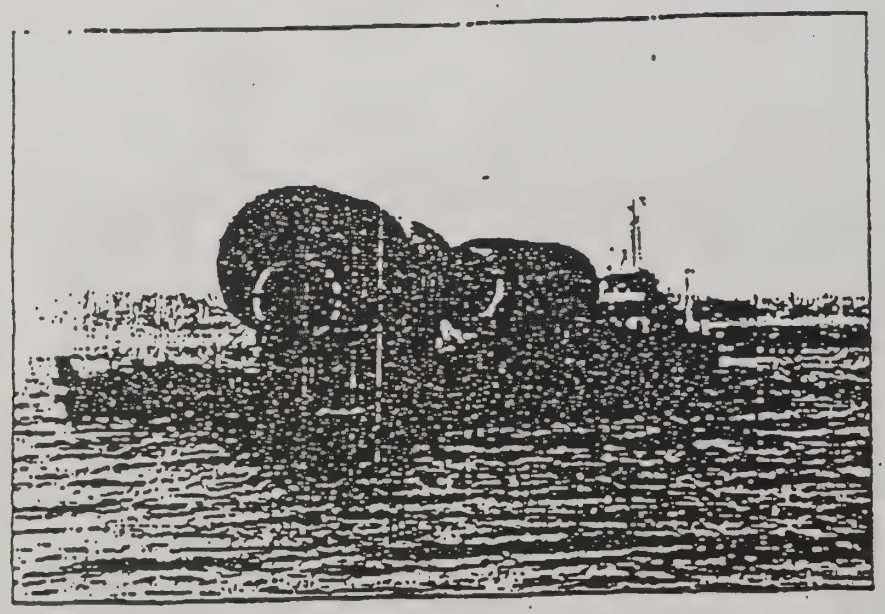


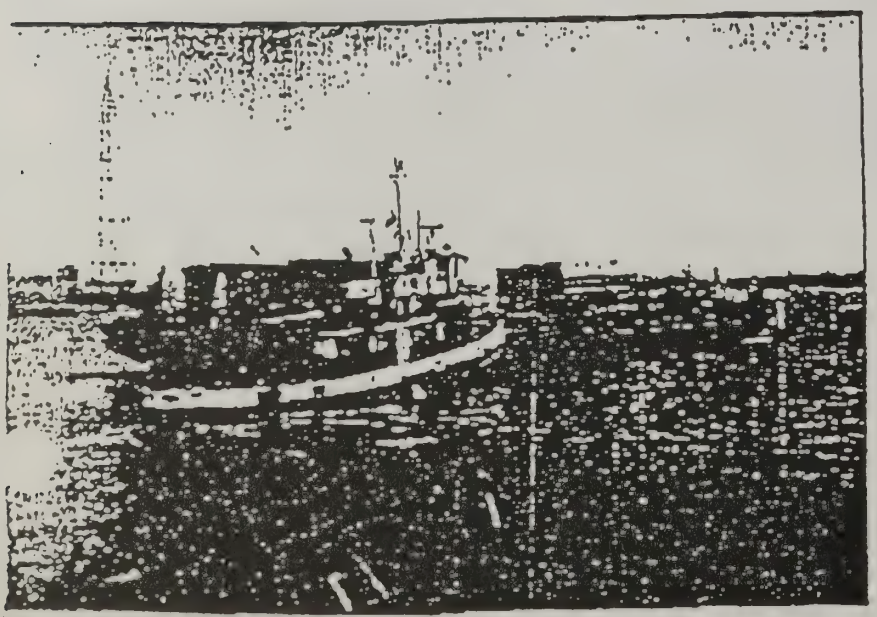


KIL MARINE LIMITED

Towing, Barge Transportation, Ship Berthing, Marine Equipment Rentals, Salvage & Spill Control







In recent years McKeil's has become involved in spill response and environment cleanups. Trained personnel handle a full range of specialized equipment.

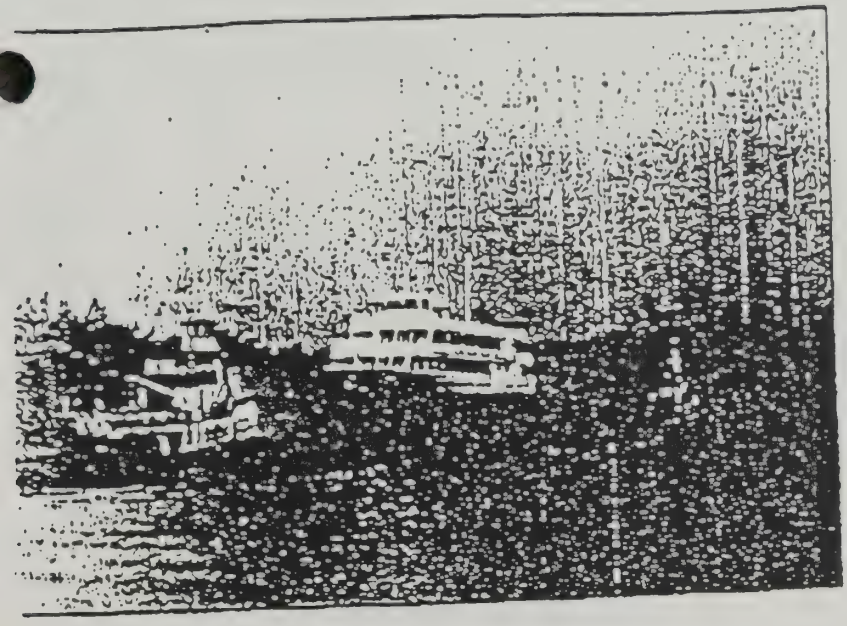
The company offers its services 24 hours per day, 7 days per week, 365 days per year, responding immediately to a given situation.

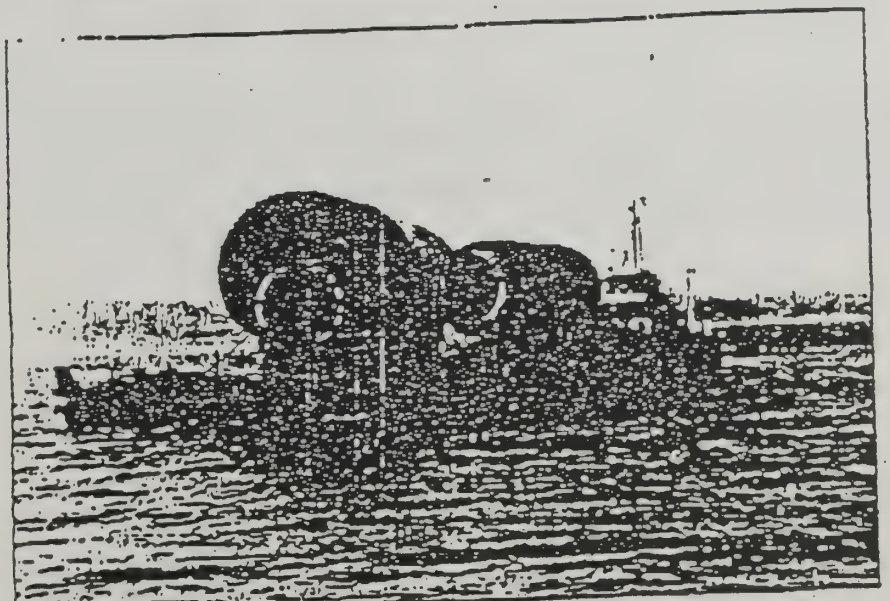
Still to this day the backbone of the company is its personnel. A well seasoned and knowledgeable crew work together with the younger ranks, passing on their expertise and sharing new experiences to form a well rounded team. They know that when a customer is successful the company is successful.

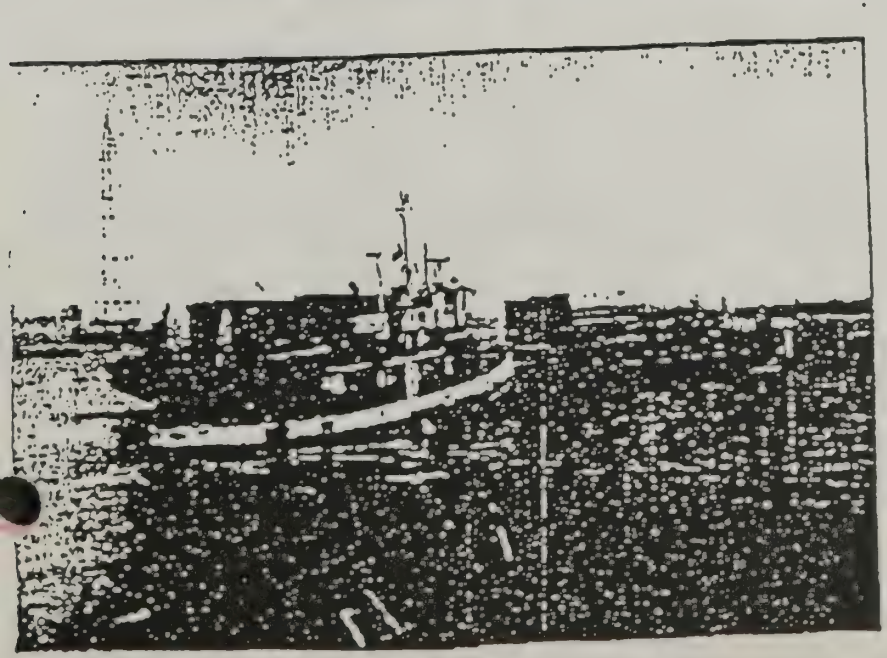
ACKNOWLEDGEMENTS

McKeil's has seen steady growth since its inception in 1956. The basic imperative of this company hasn't changed throughout; this philosophy being that we are a Service Company. We would like to thank all the people that we have had the opportunity to work with in the past and look forward to a mutually profitable future.

At this time we would also like to thank the personnel of McKeil Marine for their diligence and dedication. Without their sincere efforts and teamwork this company would not be what it is today.







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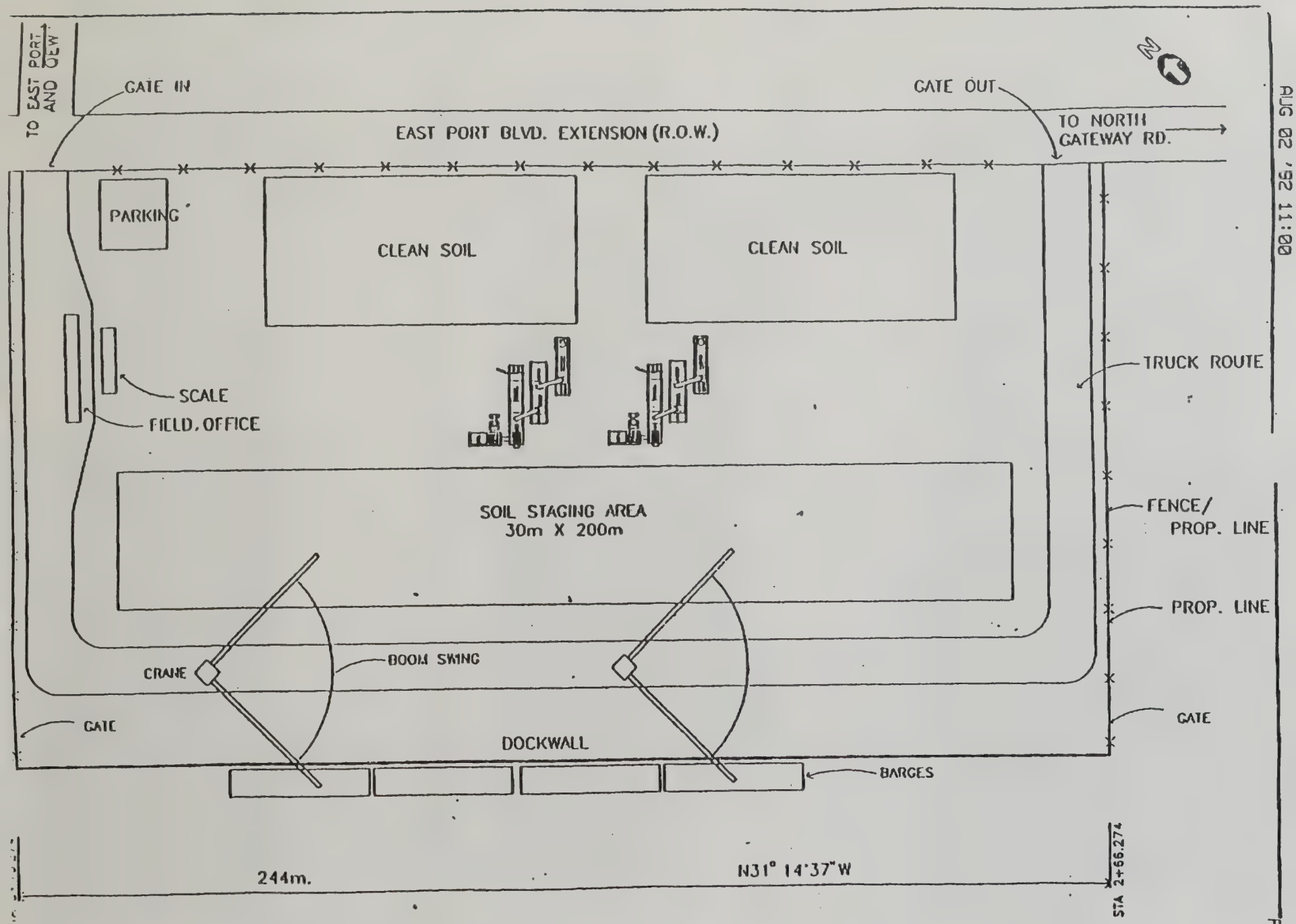
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DATE
8/17/92
CHECKED BY

CONFIDENTIAL
This information is the property of CleanSoils Ltd. and not for use or

CleanSoils Site Plan
Hamilton Harbour Pier 26 (N. End)

CleanSoils
CleanSoils Ltd.

McKEIL MARINE LIMITED

Towing, Barge Transportation, Marine Equipment Rentals, Salvage & Spill Control

August 20th., 1992.

CLEAN SOILS
Attention: Mr. David Fasching

Fax # : 612.639-8813.

Dear Mr. Fasching,

We would be in a position to provide tug and barge service to most ports on the Great Lakes which you could secure for loading.

Based on transporting 5000 tons of soil per move our prices per nT would be approximately:

Thunder Bay	$21.00
Quebec City	$13.00
Oshawa	$ 2.60
Kingston	$ 4.95
Montreal	$ 8.50
Little Current	$12.90
Owen Sound	$13.80

Please call if you have any questions or concerns.

Yours truly,

Linda MacDonald.

Linda MacDonald.

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

****

Date: July 21, 1992 File: 768.42

To: Colin Rodgerson,
Waste Management Division
Environmental Services department

From: A.L. Georgieff, M.C.I.P
Director, Regional Planning Branch

Re: **Clean Soils Inc.: Application for a Certificate of Approval**

We have reviewed the information you sent us regarding the Certificate of Approval application for a Waste Disposal Site (Processing) to be located at Pier 26 Hamilton Harbour Eastport Development. We have no comments on the technical merit of the waste processing technology Clean Soils intends to use. However, we bring two issues to your attention : 1) land-use change in the area; and 2) the potential ecological significance of the area.

Land Use Change

The application form makes reference to "zoning verification" solely by the Hamilton Harbour Commissioners. The Ministry of Environment should be made aware of ongoing differenes between the Harbour Commissioners and the City of Hamilton over the planning of land-use changes on lands around the Harbour. On a number of City of Hamilton Official Plan Amendments (Nos. 62, 66, 80 and 87) the Region has received requests from the Hamilton Harbour Commissioners for referrals to the Ontario Municipal Board. Hamilton Official Plan Amendment 80, the result of a five year review of the Official Plan, includes designations which may affect the Eastport lands. Clean Soils Inc. should be made aware of the City's interest and consult the City of Hamilton regarding their comments on the proposed use and any City designations or zoning by-laws which apply.

Environmentally Sensitive Area Designation

On the basis of a 1976 Ecologistics study the Regional Official Plan designated a portion of the Eastport lands an Environmentally Sensitive Area (ESA # 27 Toll Gate Ponds). The evaluation of the area suggested it provided unusual habitat, and habitat for rare species of nesting birds. As a result of an assessment prepared by the Hamilton Harbour Commissioners, and due to extensive landfilling in the area the boundary of the ESA is now different than outlined in the 1976 study. As per the City of Hamilton Official Plan, ESA # 8, Toll Gate Ponds is now located on Pier 27. However, without a map locating the proposed facility we cannot determine the proximity of the Clean Soil site to the designated area. Could you provide us a copy of the site plan at the meeting of July 22?

Official Plan policy 5.3.21 encourages other levels of government to only undertake uses compatible with the environmentally sensitive designation while Policy 5.3.22 encourages other public bodies to prepare management plans for properties they own in ESAs. The expansion of land uses incompatible with the ESA is discouraged by Policy 5.3.4.

Official Plan policy 5.3.15 requires that the Area Municipality require proponents requesting a change in the legal use or in the intensity of the existing use, to submit an Environmental Impact Statement to the Region and Area Municipality. The proponent can request a waiver of the Impact Statement requirement which must be approved by both the Region and Area Municipal Councils. Information on the typical scope of an Environmental Impact Statement can be provided to the proponent by Regional Planning Branch staff.

While the preparation of an Impact Statement may not necessarily be required for this proposal an evaluation of the effects of the construction and operation of the facility and potential mitigating measures would be worthwhile. The federal government, Canadian Wildlife Service (Chip Weseloh), annually monitors the breeding colonies in this area and up-to-date information on the significance of the bird species nesting in the area is likely readily available. The Ministry of Natural Resources should be consulted regarding the protection of provincially rare species.

cc Ray Lee, Regional Planning
Bill Janssen, Local Planning

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Peter Dunn, Manager
Waste Management Division
Environmental Services Department
Attention: Mr. Colin Rodgerson

YOUR FILE: E309-20

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: Clean Soils Inc.
Application for a Certificate of
Approval for a Waste Disposal Site

DATE: 1992 July 30

In response to your memo of 1992 July 15, please be advised that we have reviewed this application and find it satisfactory.

Murray F. Main

RK/MT/ks

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

TO: Mr. Peter Dunn
Manager of Solid Waste Operations
Regional Engineering & Solid Waste Dept.

YOUR FILE: E309-20
via Fax 546-4494 Aug 5/92

FROM: Mr. F. Westaway
Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

DATE: 1992 August 5

SUBJECT: **Clean Soils Inc.**
Application for Certificate of Approval for a Waste Disposal Site (Processing)

Please be informed that I have reviewed the Clean Soils Inc. proposal and the Noise Control Office has no concerns regarding noise.

Should you wish further information please contact me at 523-5670.

Frank Westaway
Chief Noise Control Officer

FW/jt

G. BAKER
CHIEF

FILE NO. _____

THE CORPORATION OF THE CITY OF HAMILTON
HAMILTON FIRE DEPARTMENT - FIRE PREVENTION DIVISION
55 KING WILLIAM STREET
HAMILTON, ONTARIO L8R 1A2

29 July 1992

Regional Municipality of Hamilton-Wentworth
Waste Management Division
Environment Services Department

Attn: Colin Rodgerson

Dear Sir

RE: Clean Soils Inc.
Proposed Waste Disposal Site
Pier 26 - Hamilton Harbour
East Port Development

I have reviewed the information sent to this Department as well as the Clean Soils video and in addition have visited the proposed site and offer the following comments and expectations:

a) water supply mains and hydrants are satisfactory for anticipated needs

b) it is expected that suitable portable fire extinguishers will be provided for the site in accordance with the Ontario Fire Code

c) it is expected that controls will be in place to eliminate sources of ignition

d) all construction and installations are to be carried out under a Building Permit issued by the City of Hamilton Department of Buildings

e) all electrical work associated with the installation of on-site equipment is to be carried out under permit from Ontario Hydro

f) installation and provision of the necessary energy source for heating the contaminated soils is to be in accordance with all applicable Acts and Regulations

g) access roads within the site for use by fire department apparatus are to be provided and maintained in an accessible and usable condition at all times.

The foregoing represent our rather broad conditions based on information supplied to date and may not reflect all requirements of this Department resulting from future site visits as the project proceeds.

I request that we be kept updated as to the status of this project and made aware of any change in plans which might have an impact on our requirements.

Yours truly

D.L. Peters
Chief Fire Prevention Officer

DLP:cl

MEMORANDUM

****

TO: Colin Rogerson
Recycling Technician
Environmental Services

YOUR FILE:

FROM: D. Millar
Pollution Abatement Officer
Regional Engineering Department

OUR FILE:

SUBJECT: **Clean Soils Inc.**
Application for a C. of A.

DATE: July 24, 1992

I have attended the presentation and reviewed the information supplied by CleanSoils.

Cleansoils will be located at Pier 26 - Hamilton Harbour East Port Development. This area does not have sewers and there are no plans to install them for this operation. Water from the surface of the materials on site will be contained and utilized in the process. Sanitary wastes will be contained in a holding tank and hauled to the sewage treatment plant for disposal.

With the absence of sewers and a commitment to utilise collected storm water in the process the company's operation will meet compliance with Sewer Use Bylaw R89-049.

DM

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 15

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **MacNab-Charles Heritage Conservation District**
Proposed Streetscape Improvements

RECOMMENDATION:

(a) That the streetscape improvements proposed on MacNab Street, Charles Street and Hurst Place which include the following be undertaken:

(i) concrete crosswalks on the north side of Bold Street at MacNab and Charles Street and at the intersection of MacNab Street and Hurst Place,

(ii) widened concrete landings on the north and south side of the MacNab Street pedestrian tunnel including landscaping and irrigation systems,

(b) That the cost of this work estimated at $30,000 be charged to Account CF5295 42021 - 1995 Reconstruction Program, MacNab Street from Bold to Hurst.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimate of cost to undertake the streetscape improvements is $30,000. There are sufficient funds available in the 1995 Reconstruction Program for this project.

BACKGROUND:

The approved 1995 Reconstruction Program includes the reconstruction of roads and sidewalks on MacNab Street South between Bold and Hurst, Charles Street between Bold and Hurst and Hurst Place between MacNab and Park. In May, 1990, Council adopted a Heritage District Plan which advocates enhancement of the heritage character of the district by burying overhead wires and installing historic street lighting. Council on August 8, 1995, in adopting Item 47 of the 10th Report of the Transport and Environment Committee authorized the burying of overhead wires and period lighting poles at an estimated cost of $100,000.

The Planning Department with input from the Public Works and Traffic Department, Regional Roads Department and representatives from the MacNab-Charles Heritage Conservation District have developed concept plans for streetscaping enhancements to the streets proposed for reconstruction in the District this year. The proposed enhancements coupled with the proposed rehabilitation work being undertaken on the MacNab pedestrian tunnel will improve the pedestrian facilities in a busy corridor leading to the downtown core.

RPM/jd

c.c. V. J. Abraham, Planning & Development
Attn: N. Chapple
c.c. D. Y. Onishi, Director, Design & Construction, Roads Department
c.c. Susan Reeder, Secretary, Finance & Administration Committee
c.c. A. C. Ross, City Treasurer
Attn: N. Adhya

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 12
S702-56 P. Strong
S702-57
S711-16
S711-18

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: **1996 Servicing Expenditures Related to Subdivisions (R-96-16)**

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

" BATTLERIDGE SUBDIVISION (PHASE 3) ", Hamilton

City's Share $32,625.00 **Subdivider's Share $355,732.00**

" BOW VALLEY ESTATES ", Hamilton

City's Share $ 3,972.33 **Subdivider's Share $136,157.45**

" KEMP ESTATES ", Hamilton

City's Share $ 2,101.31 **Subdivider's Share $58,900.96**

cont'd...

cont'd...

" KENTLEY LANE ", Hamilton

City's Share $ -NIL- **Subdivider's Share $153,241.00**

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Battleridge Subdivision - Phase 3", "Bow Valley Estates", "Kemp Estates", "Kentley Lane" and any other related documents for this Subdivision subject to the approval of the City Solicitor.

c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

e) That the Treasurer recommend the source of funding for the City's share of services for "Battleridge Subdivision - Phase 3", "Bow Valley Estates" and "Kemp Estates".

E. M. Gill, P.Eng.

cont'd...

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"BATTLERIDGE SUBDIVISION - PHASE 3"

The total estimated cost of the City's share of services to be approved at this time for this development is $32,625.00.

The City's share of costs ($32,625.00) is associated with the cost of construction of services for Vienna Street which are recoverable in the future, when the adjacent lands develop.

"BOW VALLEY ESTATES"

The total estimated cost of the City's share of services to be approved at this time for this development is $3,972.33.

The City's share of costs ($3,972.33) is associated with the cost of construction of services for fencing adjacent to City lands and is non-recoverable in the future.

"KEMP ESTATES"

The total estimated cost of the City's share of services to be approved at this time for this development is $2,101.31.

The City's share of costs ($2,101.31) is associated with the cost of construction of services for fencing adjacent to City lands and is non-recoverable in the future.

The total estimated cost ($38,698.64) for the cost sharing between the City and the owners is in accordance with current City policy. (see Schedule "A")

cont'd...

cont'd...

"KENTLEY LANE"

There is no City share associated with the cost of installation of City services for these subdivisions.

BACKGROUND:

"BALTTLERIDGE SUBDIVISION - PHASE 3"

At its meeting of August 5, 1990, Regional Council approved Item 2 of the 14th Report of the Planning and Development Committee, as amended, for the draft plan for Battleridge Subdivision, in the Gershome Neighbourhood.

The owners, DiCenzo Construction Company Limited and Sunshine Homes Limited, wish to proceed with the development of Battleridge Subdivision - Phase 3, at this time. One of the conditions of draft plan approval require the owners to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The Development of Battleridge Subdivision - Phase 3 will result in the creation of 34 single family lots and one Block for townhouses.

The lands of Battleridge Subdivision - Phase 3 are located east of Greenhill Avenue and south of King Street East in the Gershome Neighbourhood.

An estimate of the costs have been calculated in accordance with current City cost sharing policy. The City's share of services for this subdivision are related to the cost of construction for City services adjacent to this plan of subdivision. The total cost of City services is $32,625.00 and is recoverable in the future.

cont'd...

cont'd...

"BOW VALLEY ESTATES"

On 1996 January 31, as authorized by By-law No. R89-171, Mr. J.D. Thoms, Commissioner of the Planning and Development Department, now the Commissioner of the Regional Environment Department, approved the draft plan conditions for Bow Valley Estates, subject to certain conditions.

The Owner, Bow Valley Inc., will be executing a Subdivision Agreement, as a condition of draft plan approval with the Region in the near future. This development will result in the creation of 36 single family freehold townhouse units, which is located in the Riverdale East Neighbourhood on the south side of Highridge Avenue.

"KEMP ESTATES"

On March 31, 1994, as authorized by By-law No. 89-171 J.D. Thoms, Commissioner of Regional Planning, now the Commissioner of the Regional Environment Department, approved the draft plan for Kemp Estates. The owner, James Kemp Construction Limited, wishes to proceed with the development of their subdivision at this time. One of the conditions of draft plan approval requires the owner to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The development of Kemp Estates will result in the creation of 10 single family lots for residential development and one Block for future development.

The lands of Kemp Estates are located west of Mount Albion Road and south of Congress Crescent in the Redhill Neighbourhood.

"KENTLEY LANE"

On January 11, 1996 as authorized by By-law No. R89-171, J. D. Thoms, Commissioner of Regional Planning, now the Commissioner of Regional Environment Department, approved the draft plan for Kentley Lane, in the Kentley Neighbourhood.
The owners, Homes by DeSantis and Marz Holdings Inc., wish to proceed with the development of Kentley Lane, at this time. One of the conditions of draft plan approval require the owners to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the Region. The Development of Kentley Lane will result in the creation of 42 single family lots.

cont'd...

1996 Servicing Expenditures Related to Subdivisions (R-96-16)

cont'd...

The lands of Kentley Lane are located west of Nash Road and south of Kentley Drive in the Kentley Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developers' Consulting Engineers and have been approved by the Commissioner of the Regional Environment Department.

ps

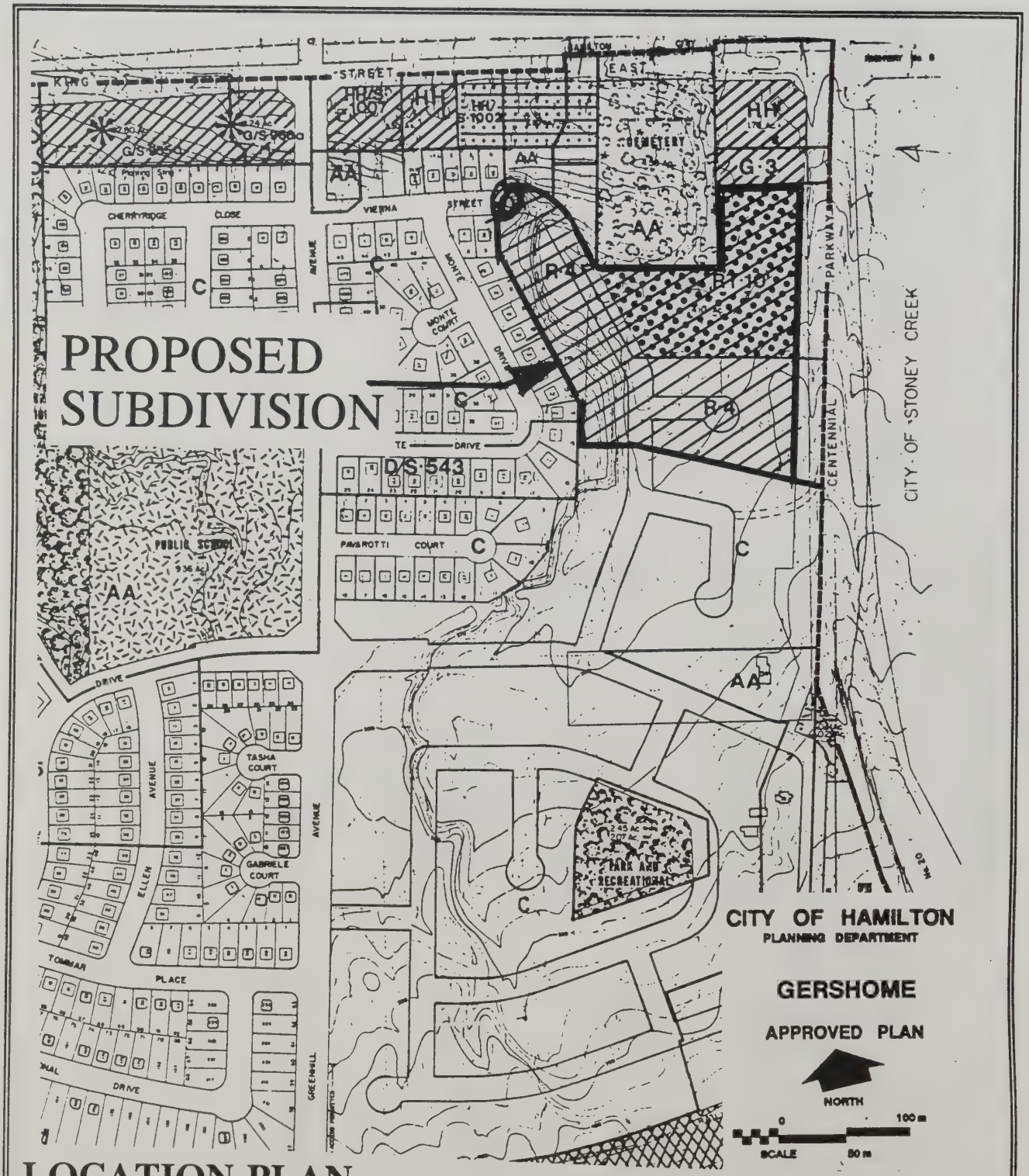
cc: A. C. Ross, City Treasury Department
cc: Councillor D. Ross, Chairman, Fin.& Administration Committee
cc: S. Reeder, Secretary, Fin. & Adm. Com. N:\W\STORAGE\ADM\T&E

1996 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES RECOVERABLE COSTS	CITY'S SHARE OF EXPENDITURES NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL COSTS
BATTLERIDGE SUBDIVISION PHASE 3 DICENZO CONSTRUCTION AND SUNSHINE HOMES A.J. CLARKE AND ASSOCIATES LIMITED S702-57 P.STRONG	34 LOTS 1 BLOCK HAMILTON	COUNCIL 90 AUGUST 5 P&D 14-90	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting	$1,896.40 $12,271.60 $16,957.00 $0.00 $0.00 $1,500.00	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$32,625.00	$355,732.00	$388,357.00
BOW VALLEY ESTATES BOW VALLEY INC. ASHENHURST/NOUWENS LIMITED PROFESSIONAL ENGINEERS AND SURVEYORS S702-56 P.STRONG	36 LOTS HAMILTON	COMM. OF PLAN. 96 JAN., 31	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Fencing	$0.00 $0.00 $0.00 $0.00 $0.00 $3,972.33	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$3,972.33	$136,157.45	$140,129.78
KEMP ESTATES JAMES KEMP CONSTRUCTION LIMITED SUNSHINE HOMES ASHENHURST/NOWENS PROF. ENG. & SURVEYORS S711-16	10 LOTS HAMILTON	COMM. OF PLAN. 94 MARCH, 31	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Fencing	$0.00 $0.00 $0.00 $0.00 $0.00 $2,101.31	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$2,101.31	$58,900.96	$61,002.27
KENTLEY LANE HOMES BY DESANTIS MARZ HOMES INC. PLANNING INITIATIVES J.D. BARNES LIMITED S711-18	40 LOTS HAMILTON	COMM. OF PLAN. 96 JAN., 31	Catch Basins & Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00 $0.00 $0.00 $0.00 $0.00 $0.00	$0.00	$153,241.00	$153,241.00
TOTALS:				$38,698.64	$0.00	$38,698.64	$704,031.41	$742,730.05

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

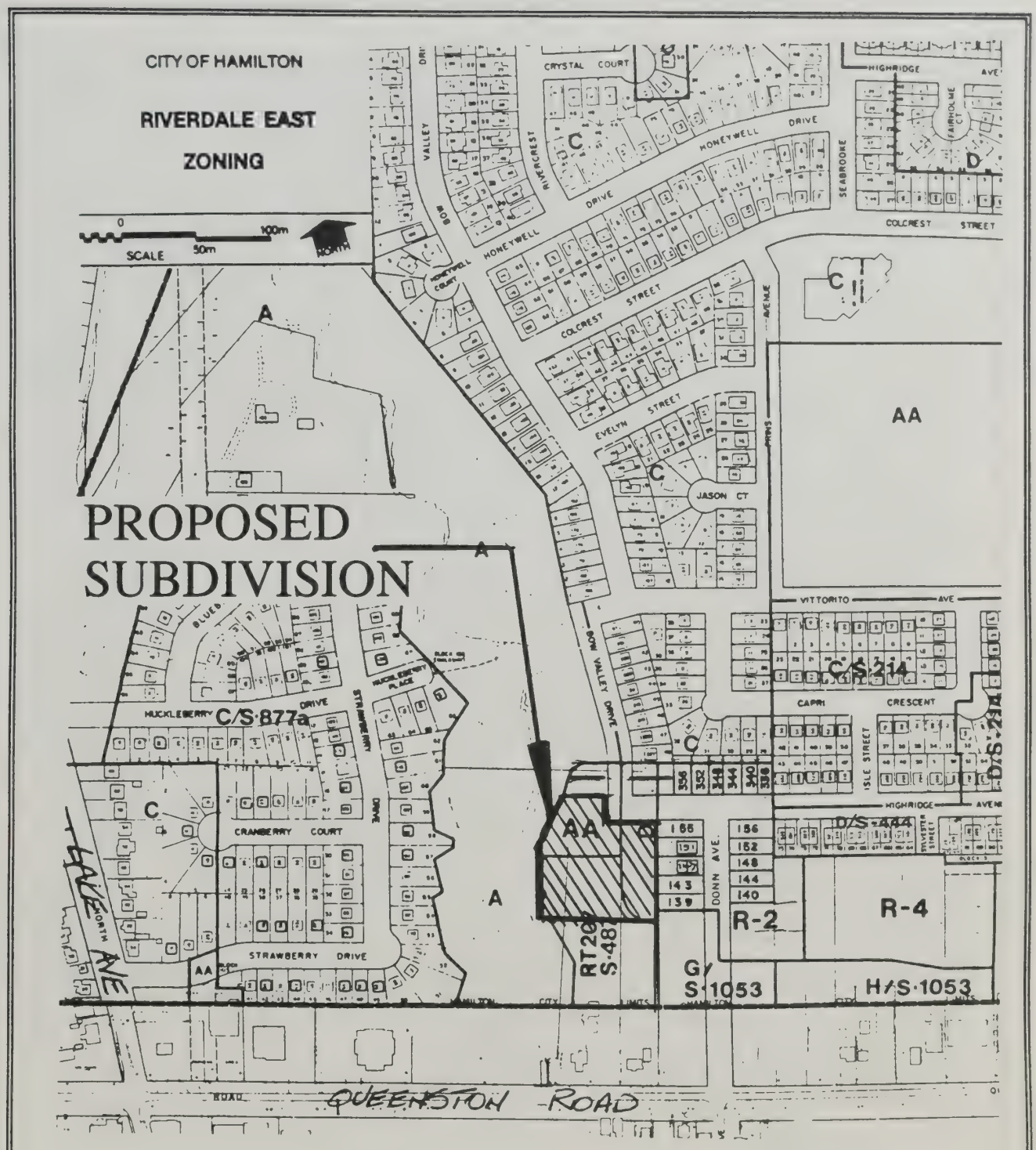
Schedule "A"



LOCATION PLAN

"BATTLERIDGE SUBDIVISION - PHASE 3, HAMILTON

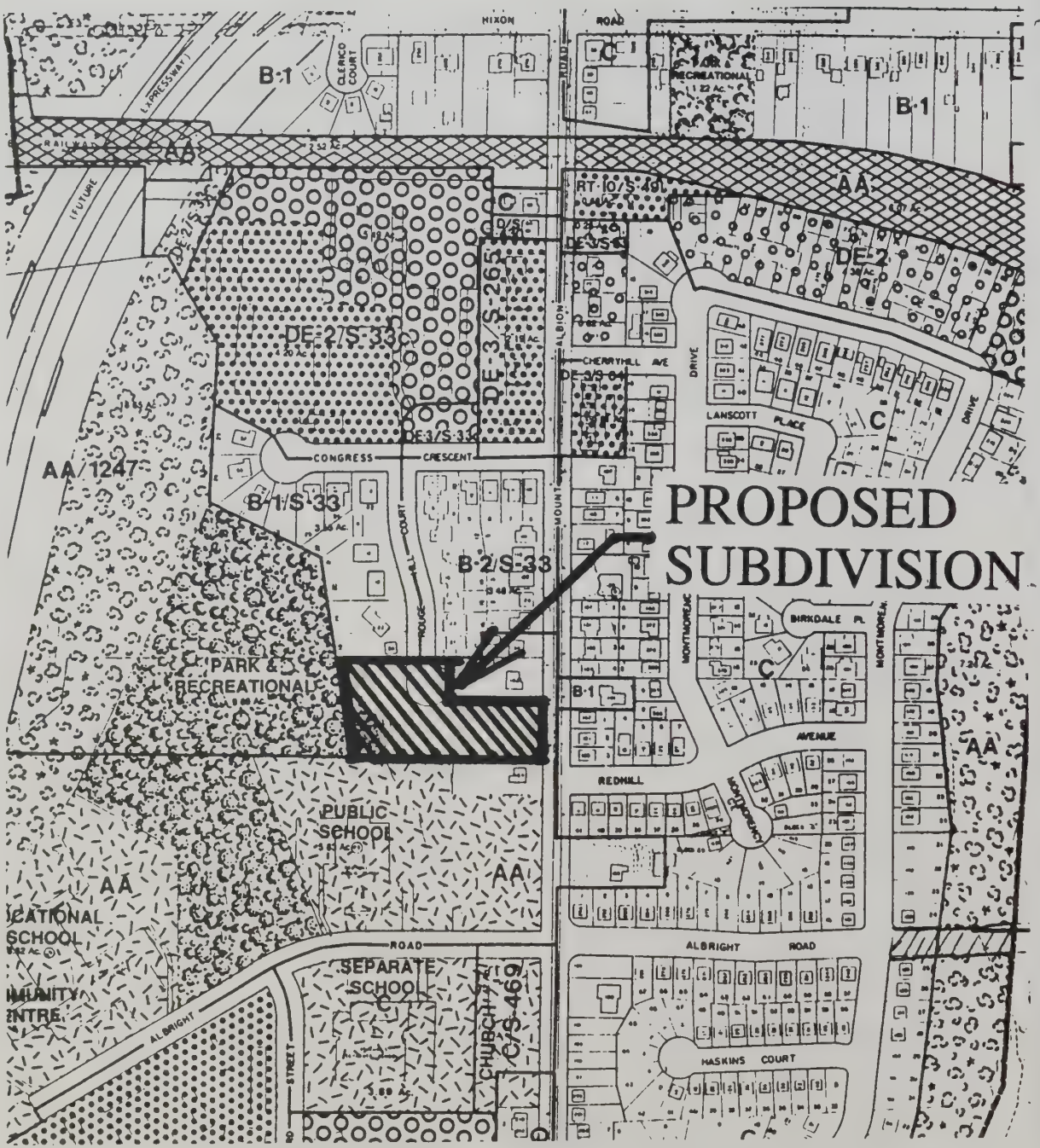
SUBLIST/DISC



LOCATION PLAN

"BOW VALLEY ESTATES", HAMILTON

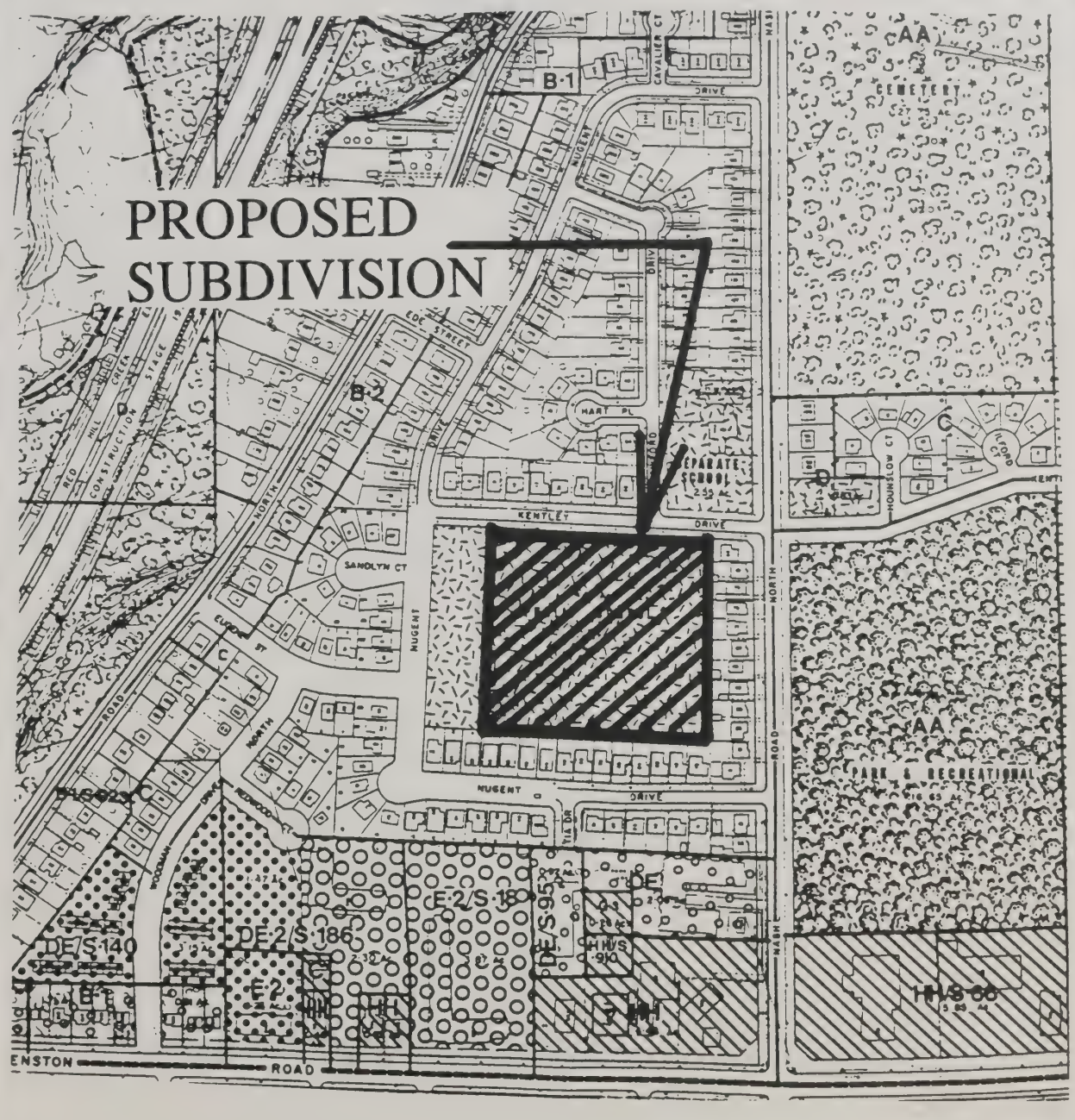
SUBLIST/DISC



LOCATION PLAN

"KEMP ESTATES", HAMILTON

SUBLIST/DISC



CITY OF HAMILTON

Planning Department

KENTLEY

APPROVED PLAN

NORTH

0 100m

SCALE 50m

LOCATION PLAN

"KENTLEY LANE", HAMILTON

SUBLIST/DISC

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 April 22
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. **ADOPTION OF THE MINUTES**

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 April 1

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) West side of Independence Drive
south of Templemead Drive

(b) No. 286 Paling Avenue
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

(c) No. 31 Huron Street
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

(d) School Bus Loading Zone on
Herkimer Street adjacent to St. Joseph's School

(e) Robson Crescent - Parking Regulations

C. **CITY ENGINEER**
(Commissioner of Regional Environment)

To incorporate certain City land into various streets by By-Laws

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2 (A)

Monday, 1996 April 1
10:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were Present:

Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow, Vacation
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also Present:

Alderman D. Wilson
Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Mr. E. Gera, Roman Catholic Separate School Board
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. J. Thoms, Commissioner of Regional Environment
Mr. G. Aston, Roads Department
Mr. M. Watson, Property Department
Mr. P. Cavell, TASSCO
Mr. G. Hogarth, Pioneer Petroleum
Mr. K. C. Christenson, Secretary

1. **DELEGATION**

(a) **Hamilton Beach Community Delegation Respecting CleanSoils Inc.**

Alderman Collins indicated that a delegation of Beach area residents was present and wished to be heard on concerns that they had respecting the operations at CleanSoils Inc.

Following brief discussion, the Committee agreed that the delegation be heard at a special meeting of the Transport and Environment Committee to be held 1996 April 22 and that representatives of the M.O.E.E., CleanSoils Inc., Hamilton Harbour Commission and all appropriate staff be requested to attend to deal with this matter.

(b) **Proposed Closure of the Unassumed East/West Alley South of Barton Street between Tolton Avenue and Normanhurst Avenue**

The Committee was in receipt of a report dated 1996 March 26 from the Senior Director, Roads Department respecting the subject matter.

Mr. Hogarth of Pioneer Petroleum appeared before the Committee and presented Pioneer's position on their application for the closure.

The following residents from the surrounding neighbourhood appeared before the Committee to express their opposition to the closure; Mr. G. Gunther, Mr. W. Davidson, Mr. A. Haldon, Mr. D. May, Mrs. Davidson and Ms. E. Gunther.

Following further debate the Committee agreed that no action be taken on the request by Pioneer Petroleum to Close the Alley.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting of Monday, 1996 April 1 were adopted as circulated to the members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **Robins Avenue between Barton Street East and Newlands Avenue**

The Committee was in receipt of a report dated 1996 March 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the west side of Robins Avenue between Barton Street East and Newlands Avenue be revised such that the regulation commences at a point 69 feet south of Barton Street East and extends to the south property line of No. 121 Robins Avenue and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the maximum number of permits to be issued be reduced from six to four.

(b) **Gibson Avenue between Barton Street East and Cannon Street East**

The Committee was in receipt of a report dated 1996 March 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Gibson Avenue between Barton Street East and Cannon Street East and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Hunter Street West between Bay Street South and Caroline Street South**

The Committee was in receipt of a report dated 1996 March 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Hunter Street West commencing 124 feet east of Caroline Street South and extending to a point 75 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Burton Street**

The Committee was in receipt of a report dated 1996 March 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the north side of Burton Street commencing at Cheever Street and extending to a point 114 feet easterly therefrom be removed; and,

(b) That a "No Stopping" regulation be implemented on the north side of Burton Street commencing at Cheever Street and extending to a point 47 feet easterly therefrom; and,

(c) That a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Burton Street commencing at a point 47 feet east of Cheever Street and extending to a point 67 feet easterly therefrom; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 130 Campbell Avenue Request to Discharge a Residential Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1996 February 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 274603 C.D. to the property at No. 130 Campbell Avenue be discharged, at the property owner's expense; and,

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

(f) **No. 485 Catharine Street North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 March 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Catharine Street North commencing at a point 116 feet north of MacAuley Street East and extending to a point 20 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Yvonne Fortman, No. 485 Catharine Street North.

(g) **No. 108 Wood Street East**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 March 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Wood Street East commencing at a point 159 feet east of Catharine Street North and extending to a point 14 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Susan Martin, No. 108 Wood Street East.

(h) **Intersection of Justine Avenue and Park Row South**

The Committee was in receipt of a report dated 1996 March 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the south side of Justine Avenue commencing at Park Row South and extending to a point 40 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 103 Ravenbury Drive - Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1996 March 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of Ravenbury Drive (west leg) commencing at a point 209 feet south of the south curb line of Ravenbury Drive (north leg) and extending to a point 39 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

Intersection of Brighton Avenue and Morley Street

The Committee was in receipt of a report dated 1996 March 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Brighton Avenue be required be required to stop for eastbound and westbound traffic on Morley Street and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Supply and Delivery of Traffic Paint during 1996 Public Works and Traffic**

The Committee was in receipt of a report dated 1996 February 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Niagara Paint Inc., Hamilton, Ontario, for the supply and delivery of traffic paint as and when required during 1996 by the Public Works and Traffic Department, being the lowest of five bids received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $200,000. be financed through the Pavement Markings Account No. CH56153 75999.

(b) **Supply and Delivery of Traffic Signal Heads during 1996, Public Works and Traffic Department**

The Committee was in receipt of a report dated 1996 March 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the purchase order issued to Econolite Canada Ltd., Scarborough, Ontario for the supply and delivery of traffic signal heads to the Traffic Division of the Department of Public Works and Traffic as and when required during 1996 be amended to approve a maximum spending limit of $75,000. not including taxes, and that this expenditure be financed through the Traffic Signals Materials Account No. CH56152 75999.

(c) **Intersections of Country Club Drive and Greenhill Avenue and Kentley Drive and Nash Road - Changes to School Crossing Guard Services**

The Committee was in receipt of a report dated 1996 March 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Kentley Drive and Nash Road during the morning and evening school crossing periods only, on a permanent basis; and,

(b) That the School Crossing Guard at Country Club Drive and Greenhill Avenue be removed.

(d) **South Side of Greenhill Avenue adjacent to St. Christopher School -Taxi Stand**

The Committee was in receipt of a report dated 1996 March 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Greenhill Avenue commencing at a point 79 feet east of Kimberly Drive and extending 20 feet easterly and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Barton Bus Route - Bus Stop Relocation**

The Committee was in receipt of a report dated 1996 March 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be relocated:

Route #2 Barton

Delete - Eastbound	-	Melvin Avenue, south side, 60 feet west of the west curb line (projected) of Woodward Avenue (M/B); and,
Add - Northbound	-	Woodward Avenue, east side, 172 feet north of the north curb line of Melvin Avenue (F/S); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

C. CITY ENGINEER
(Commissioner of Transportation/Environmental Services)

(a) **Encroachment Agreements**

The Committee was in receipt of a report dated 1996 March 18 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined in Appendix "A", appended hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

(b) **Street Incorporation**

The Committee was in receipt of a report dated 1996 March 20 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into Eleanor Avenue:

Eleanor Avenue	Part 4	62R-13505

(b) That the by-law to carry out the incorporation of the said land into the foregoing street be enacted by Council; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

D. CITY SOLICITOR

(i) **Local Improvement Charges for the Construction of Roads Curbs, Sidewalks and Alleys**

The Committee was in receipt of a report dated 1996 March 18 from the City Solicitor respecting the subject matter.

The Committee approved the following recommendation:

That the appropriate by-law to amend By-law No. 10605 respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

(ii) **By-law Respecting Collectible Waste**

The Committee was in receipt of a report dated 1996 March 21 from the City Solicitor respecting the subject matter.

The Committee approved the following recommendation:

That the appropriate by-law to amend Section 22 of By-law No. 85-159, to revise the maximum fine for the Collectible Waste By-law to $5,000., be approved.

E. **CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY**

(i) **Option of Purchase, Part of No. 1476 Upper Gage Avenue**

The Committee was in receipt of a report dated 1996 March 22 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Option to Purchase, duly executed by Joseph Salgo and Joan Marie Salgo on 1996 March 15 and scheduled to close on or before 1996 May 30 for the purchase of the lands being composed of part of Lot 7, Concession 8, in the former Township of Barton, now in the City of Hamilton, more specifically described as Part 3, Plan 62R-11322, containing an area of 303.3 square metres (3,265.1 square feet), more or less, being part of No. 1476 Upper Gage Avenue, Hamilton, be approved and completed; and,

(b) That as consideration in the amount of $2. has been paid to the owner pursuant to the agreement, this amount be deducted from the purchase price; and,

(c) That it is understood and agreed that all costs for the establishment of the Elmore Drive extension from Elmore Drive to Royal Vista Drive including land costs, consultant fees, construction and overhead costs, will be charged against the 1 foot reserve and recovered at the time of development of the abutting lands in accordance with standard subdivision policies; and,

(d) That the Mayor and City Clerk be authorized and directed to execute all the necessary documents.

(ii) **Option to Purchase**
Part of No. 1490 Upper Gage Avenue
Gene Lee, Helen Lee and Daniel Stuart Alvey

The Committee was in receipt of a report dated 1996 March 18 from the Chief Administrative Officer and Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Option to Purchase, to be executed by Gene Lee, Helen Lee and Daniel Stuart Alvey and scheduled to close on or before 1996 May 30 for the purchase of the lands being composed of part of Lot 7, Concession 8, in the former Township of Barton, now in the City of Hamilton, more specifically described as Part 4, Plan 62R-11322, containing an area of 305.18 square metres (3,285.14 square feet), more or less, being part of No. 1476 Upper Gage Avenue, Hamilton, be approved and completed; and,

(b) That as consideration in the amount of $2. has been paid to the owner pursuant to the agreement, this amount be deducted from the purchase price; and,

(c) That it is understood and agreed that all costs for the establishment of the Elmore Drive extension from Elmore Drive to Royal Vista Drive including land costs, consultant fees, construction and overhead costs, will be charged against the 1 foot reserve and recovered at the time of development of the abutting lands in accordance with standard subdivision policies; and,

(d) That the Mayor and City Clerk be authorized and directed to execute all the necessary documents.

F. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

The Committee was in receipt of a report dated 1996 March 28 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received:

Date	From	Subject	Date Distributed
February 26	Director of Planning & Development	Air Quality Initiatives	1996 February 27
February 6	Commissioner of Public Works and Traffic	Inventory Closure Public Works and Traffic Dept. - Traffic Division	1996 February 27
March 21	Commissioner of Public Works and Traffic	Canada/Ontario Infrastructure Works Projects (COIP)	1996 March 25
March 20	Commissioner of Public Works and Traffic	Curbside Collection for Days of Protest 1996 February 23	1996 March 25

3. **CITY ENGINEER**
(Commissioner of Regional Environment)

The Committee was in receipt of a report dated 1995 March 25 from the Commissioner of Regional Environment respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the West Central Branch of the Ministry of Environment and Energy be advised that the City of Hamilton has no objection to TASSCO Ltd. carrying out the proposed PCB destruction for Westinghouse Canada Inc. at No. 1632 Burlington Street East, Hamilton.

4. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Construction of Independent Concrete Sidewalks on the North Side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street

The Committee was in receipt of a report dated 1995 March 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the construction of an independent concrete sidewalk on the north side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of $164,000. with a City's Share of $79,591.27 and an Owner's Share of $84,408.73, all as provided in the 1996 portion of the 1996 - 2005 Capital Budget; and,

(b) That the Finance and Adminstration Committee be requested to recommend a source of funding for this Capital Project; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works; and,

(e) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary by-law in a form satisfactory to the City Solicitor.

5. ACTING CITY CLERK

City Council Referral

The Committee was in receipt of correspondence dated 1996 March 13 from the Acting City Clerk respecting the Hand Association of Sewer, Watermain and Road Contractors to the Transport and Environment Committee.

The Committee agreed that the item be referred to the Commissioner of Public Works and Traffic in order that a report be prepared for the Committee's consideration on the issue.

6. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

City of Hamilton Maintenance Costs on Regional Roads

The Committee was in receipt of an information report dated 1996 March 28 from the Commissioner of Public Works and Traffic.

Following considerable discussion, the Committee approved the following recommendation:

(a) That the Region of Hamilton Wentworth be requested to earmark required 1996 Regional Road Maintenance current budget reductions as those potential savings which may be achievable through the transfer of Regional Roads Maintenance Services to the balance of area municipalities, rather than service reductions and using the Regional snow reserve as a transitional buffer; and,

(b) That the Region of Hamilton Wentworth be advised that the City of Hamilton has reduced its road maintenance equipment costs commencing 1996 which will result in savings to the Region of $165,000. (based on 1995 service levels) with no reduction of services.

7. **PRIVATE AND CONFIDENTIAL AGENDA**

The Committee agreed to move in camera to discuss the Private and Confidential Agenda items. Following the in camera agenda the Committee moved out of camera and approved the following recommendations;

(a) That the City by By-law establish a parcel of land (Part 2, 62R-5470) to extend Garth Street from the south side of Rymal Road southerly to the City's boundary with Glanbrook; and,

(b) That staff be directed to seek additional time to send out notices of impending conviction because of the interruption of access to registered vehicle owner information during the OPSEU strike.

8. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1996 April 1

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 April 02
File No. TEC-058-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of Independence Drive, south of Templemead Drive - Parking Regulations.

RECOMMENDATION:

That the existing "No Parking" regulation on the west side of Independence Drive which commences at Templemead Drive and extends to the south property of No. 100 Independence Drive be shortened, such that the regulation commences at the south property line of No. 14 Independence Drive and extends to the south property line of No. 100 Independence Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

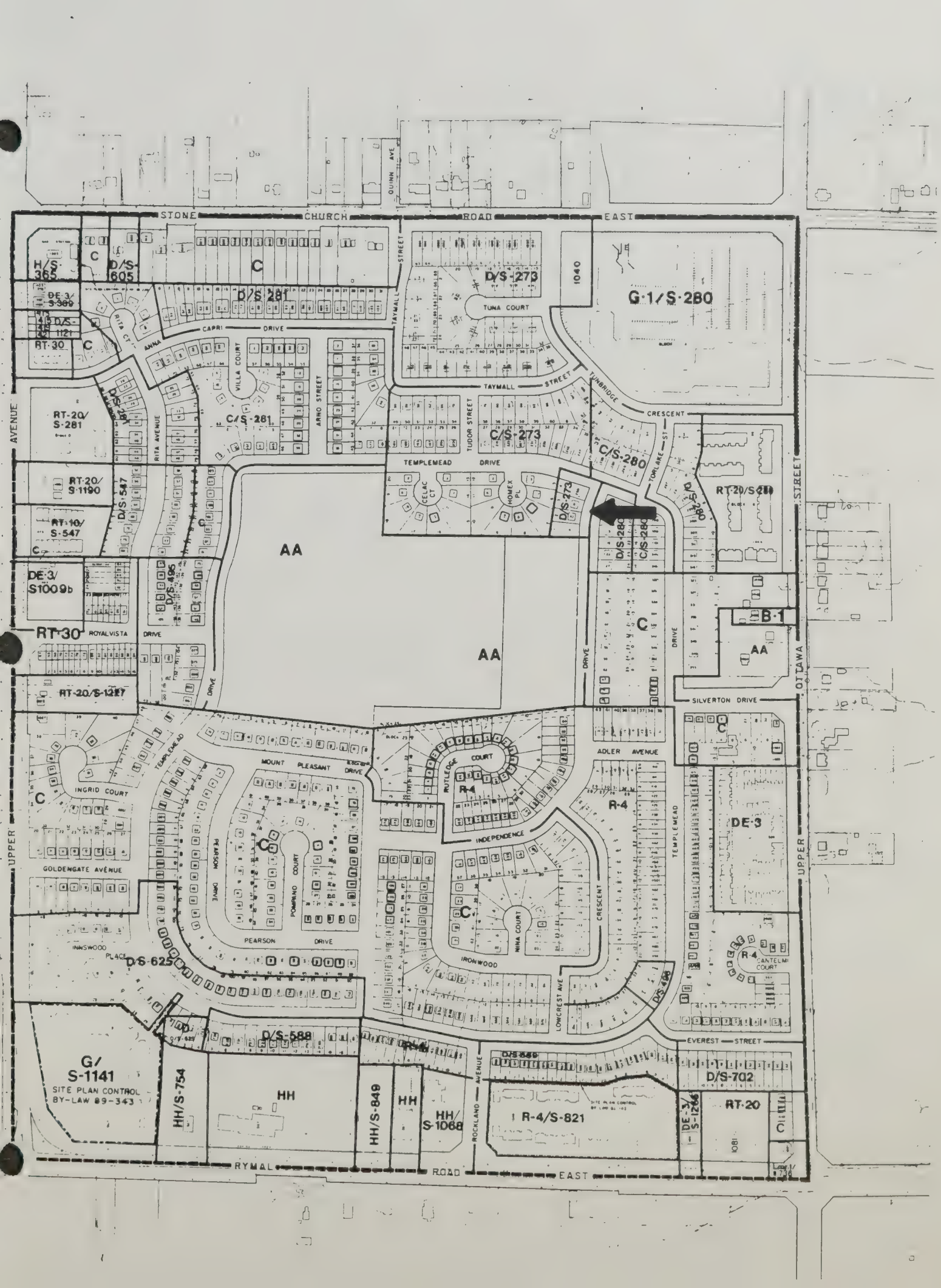
Alderman Tom Jackson has advised of a request from Ms. Joanne Defazio, 14 Independence Drive, that the existing "No Parking" regulation on the west side of Independence Drive be removed from in front of four residential properties immediately south of Templemead.

Independence has a 28 foot pavement width, and presently, there is unrestricted parking on the east side and a "No Parking" regulation on the west side of the street in this area. Staff

recently contacted Ms. Defazio who confirmed that all four abutting residents are in favour of removing the subject "No Parking" regulation. Alderman Jackson has also advised that he supports this request.

The subject "No Parking" regulation was implemented in 1995 as a result of a petition signed by representatives of 25 of 29 residential dwellings in this area. However, since all four abutting residents are in favour of removing a short section of the "No Parking" regulation, from directly in front of their homes, and since parking was previously permitted in this area, staff has no objection to this request.

CVB/MH/ca


STONE CHURCH ROAD EAST
QUINN AVE
TAYMALL STREET
1040
D/S-273
TUNA COURT
G-1/S-280
CAPRI DRIVE
ANNA
VILLA COURT
ARNO STREET
TUDOR STREET
TAYMALL STREET
TUNBRIDGE CRESCENT
TORLANE ST
C/S-281
C/S-273
C/S-280
TEMPLEMEAD DRIVE
CELAC CT
HOWEX PL
D/S-273
D/S-280
C/S-280
RT-20/S-281
RT-20/S-1190
D/S-547
RT-10/S-547
AA
DE-3/S-1009b
RT-30
ROYALVISTA DRIVE
D/S-495
RT-20/S-1287
DRIVE
C
B-1
SILVERTON DRIVE
OTTAWA STREET
ADLER AVENUE
MOUNT PLEASANT DRIVE
INGRID COURT
GOLDENGATE AVENUE
PEARSON DRIVE
POMPANO COURT
RUTLEDGE COURT
R-4
INDEPENDENCE
NINA COURT
CRESCENT
IRONWOOD
LOWCREST AVE
TEMPLEMEAD
DE-3
INNSWOOD PLACE
D/S-625
D/S-588
D/S-495
CANTELMI COURT
EVEREST STREET
D/S-702
G/S-1141
SITE PLAN CONTROL BY-LAW 89-343
HH/S-754
HH
HH/S-849
HH
HH/S-1068
ROCKLAND AVENUE
R-4/S-821
D/S-849
DE-3/S-1264
RT-20
RYMAL ROAD EAST
UPPER

2(e)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 4
File No. TEC-061-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 286 Paling Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Paling Avenue commencing at a point 603 feet south of Barton Street East and extending to a point 27 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

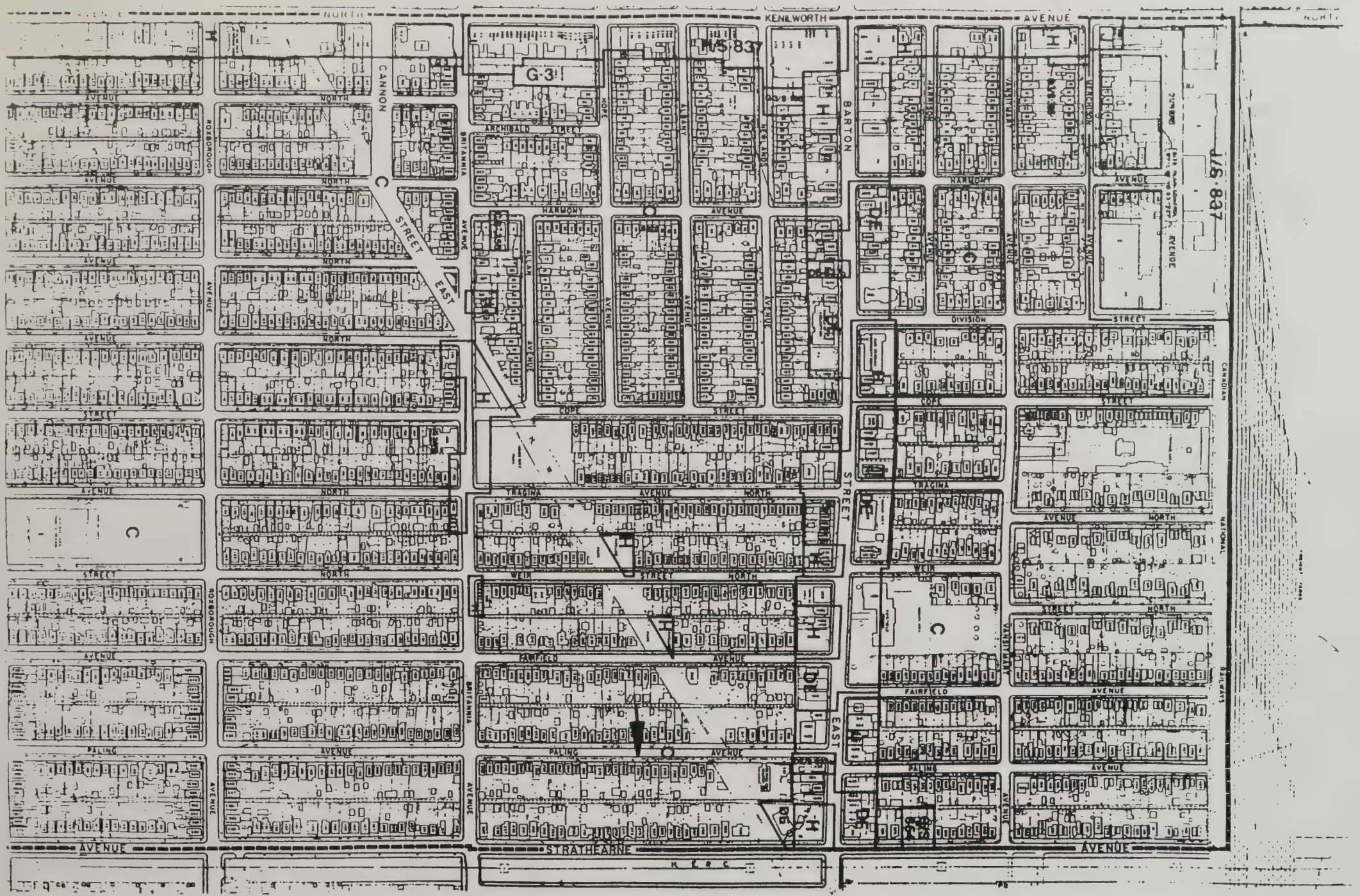
Sufficient funds are available in the 1996 budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Ms. Lisa Taylor, No. 286 Paling Avenue, that the existing "Permit Parking" regulation on the east side of Paling in front of her home be removed since she no longer owns a car. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

SH/CVB/MBH/kg


KENILWORTH
AVENUE
NORTH
CANNON
STREET
EAST
BARTON
HARMONY
AVENUE
DIVISION
STREET
COPE
STREET
TRACINA
AVENUE
NORTH
WEIR
STREET
NORTH
FAIRFIELD
AVENUE
PALING
AVENUE
STRATHEARNE
AVENUE
H.S.R.C.
G-31
W.S.837
978-837

2 (BX)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 3
File No. TEC-060-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 31 Huron Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Huron Street commencing at a point 96 feet west of Stirton Street and extending to a point 21 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Harry Mason, 31 Huron Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

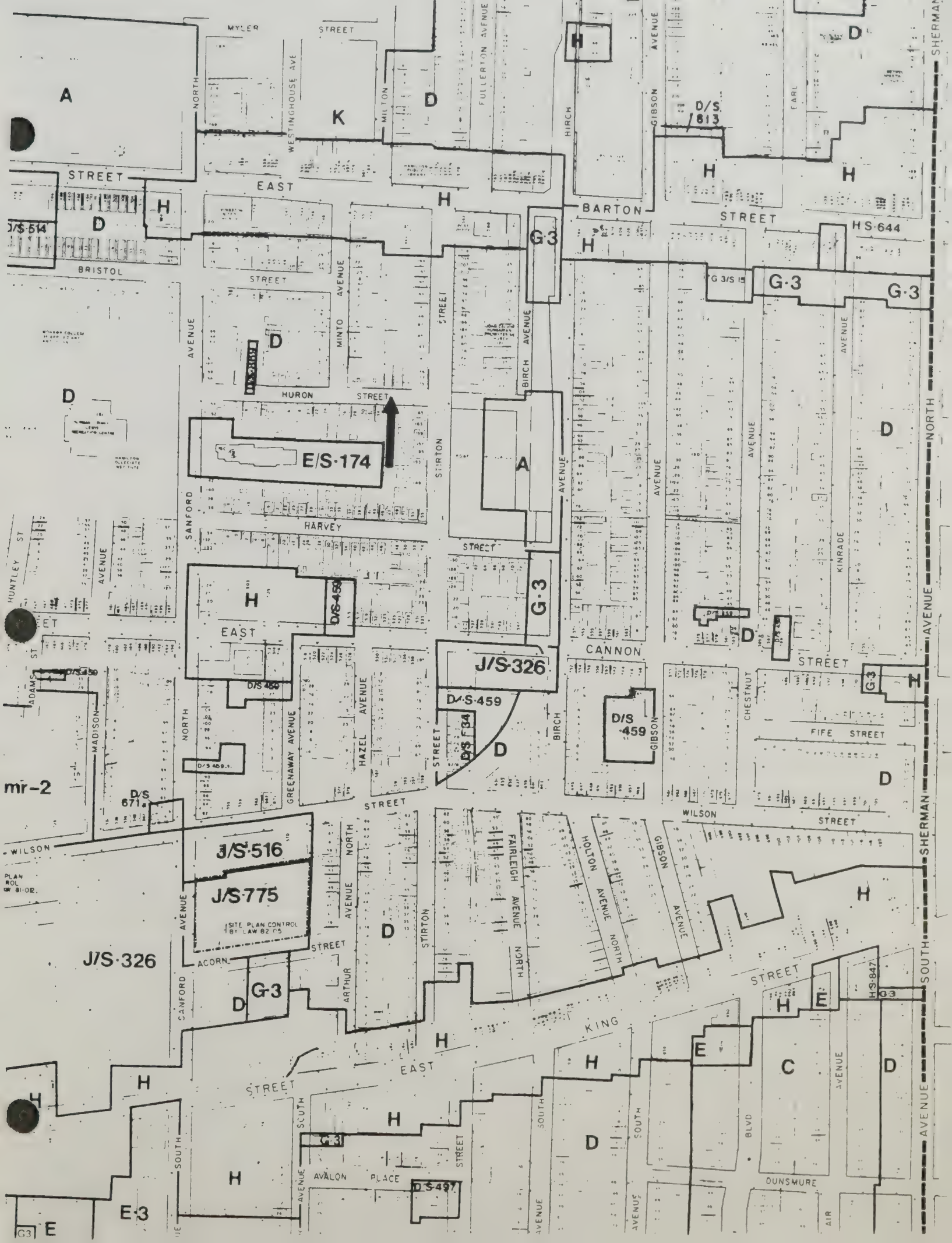
BACKGROUND:

Staff has received a request from Mr. Harry Mason, 31 Huron Street, that a reserved "Permit Parking" regulation be implemented on the north side of the street in front of his home since he is disabled.

Huron has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., 7 days a week" regulation on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Mason possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


MYLER STREET
WESTINGHOUSE AVE
NORTH
MILTON
FULLERTON AVENUE
HIRCH
GIBSON AVENUE
EARL
SHERMAN AVENUE NORTH
D/S 813
EAST STREET
BARTON STREET
H-S 644
BRISTOL STREET
D/S 514
MINTO AVENUE
BIRCH AVENUE
G 3/S 15
HURON STREET
E/S-174
STIRTON STREET
SANFORD AVENUE
HARVEY STREET
KINRADE AVENUE
HUNTLEY ST
ADAMS ST
MADISON AVENUE
D/S 459
J/S-326
CANNON STREET
CHESTNUT
FIFE STREET
GREENAWAY AVENUE
HAZEL AVENUE
D/S 459-1
D/S 671
WILSON STREET
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-05
FAIRLEIGH AVENUE NORTH
HOLTON AVENUE NORTH
GIBSON AVENUE
ACORN STREET
ARTHUR AVENUE
KING STREET EAST
SHERMAN AVENUE SOUTH
H-S 847
AVALON PLACE
D/S 497
DUNSMURE BLVD
mr-2

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 26
File No. TEC-6596 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Herkimer Street adjacent to St. Joseph's School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Herkimer Street commencing at a point 117 feet west of Locke Street and extending 184 feet westerly therefrom, be revised such that the regulation is in effect only from Monday to Friday, and the City Traffic Bylaw 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

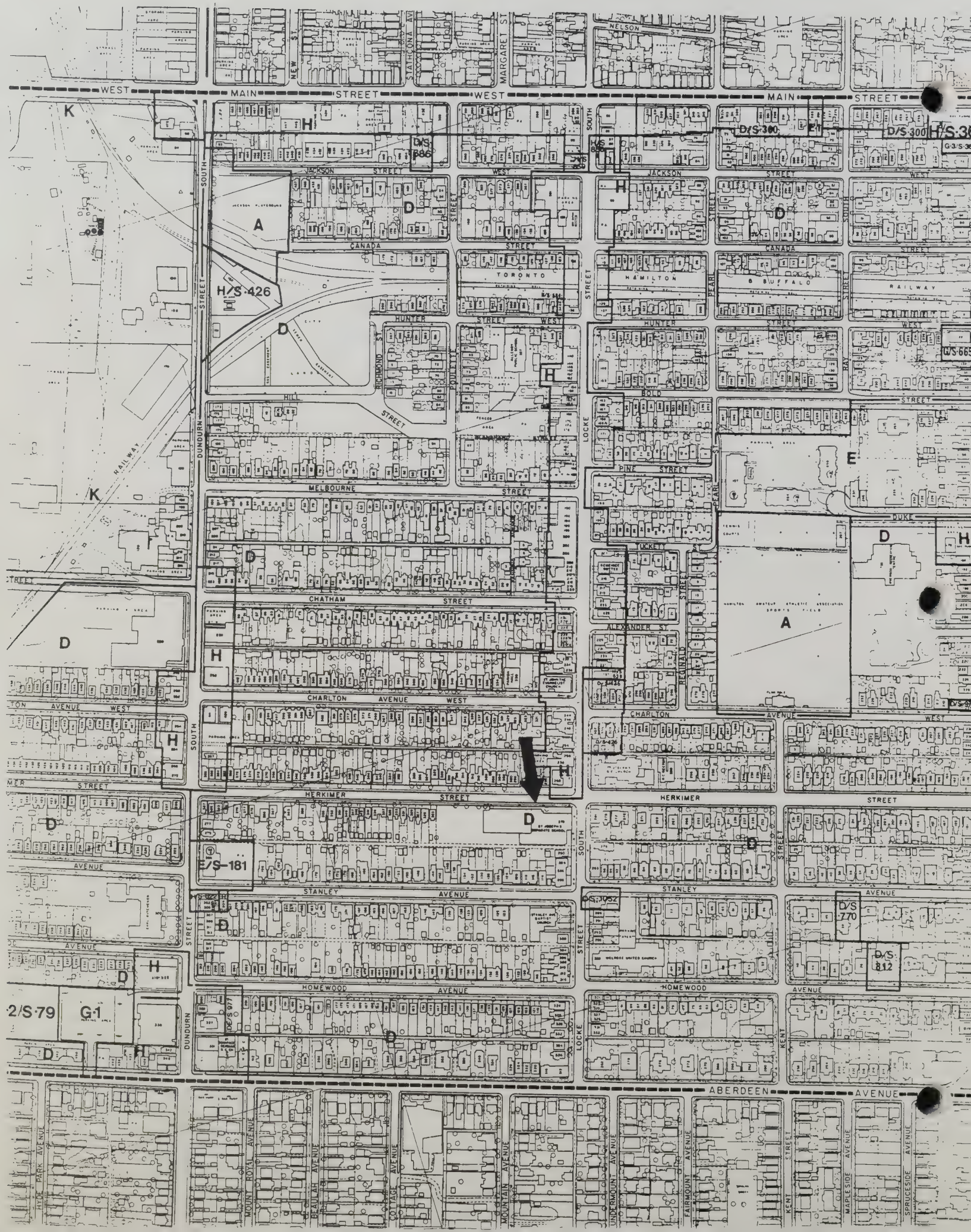
Sufficient funds have been provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mrs. J. Reilly, 298 Herkimer Street has contacted staff regarding the existing School Bus Loading Zone on Herkimer Street adjacent to St. Joseph's School regarding her concern that this restriction is in force from Monday to Saturday while the remainder of the street is signed "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday".

Parking on this portion of Herkimer is heavily utilized and at times there is a shortage of parking on Saturdays. The School Bus Loading Zone is not used on Saturdays, thus this portion of Herkimer could be used for parking. The school was contacted and have advised that they are not opposed to this change. Therefore, to utilize the area for parking and to maintain consistency regarding the days of the week of these regulations, staff concur with this request.

TMH


WEST MAIN STREET
JACKSON STREET
CANADA STREET
HUNTER STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
DUNDURN SOUTH
LOCKE SOUTH
PEARL SOUTH
HAMILTON
TORONTO
BUFFALO
RAILWAY
H/S-426
E/S-181
D/S-300
D/S-1086
D/S-1082
D/S-770
D/S-812
G-1

2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 9
File No. TEC-062-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Robson Crescent - Parking Regulations

RECOMMENDATION:

a) That the existing "No Parking" regulation on the north and east sides of Robson Crescent commencing at the east property line of No. 57 Robson Crescent and extending to a point 86 feet north of the north curb line of Robson Crescent be shortened such that the regulation commences at a point 74 feet east of the east curb line of Robson Crescent and extends to a point 86 feet north of the north curb line of Robson Crescent; and

b) That the existing "No Parking" regulation on the south side of Robson Crescent commencing at the west curb line of Robson Crescent and extending to a point 89 feet easterly therefrom be shortened such that the regulation commences at the west curb line of Robson Crescent and extends to a point 69 feet easterly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of revising the subject signs.

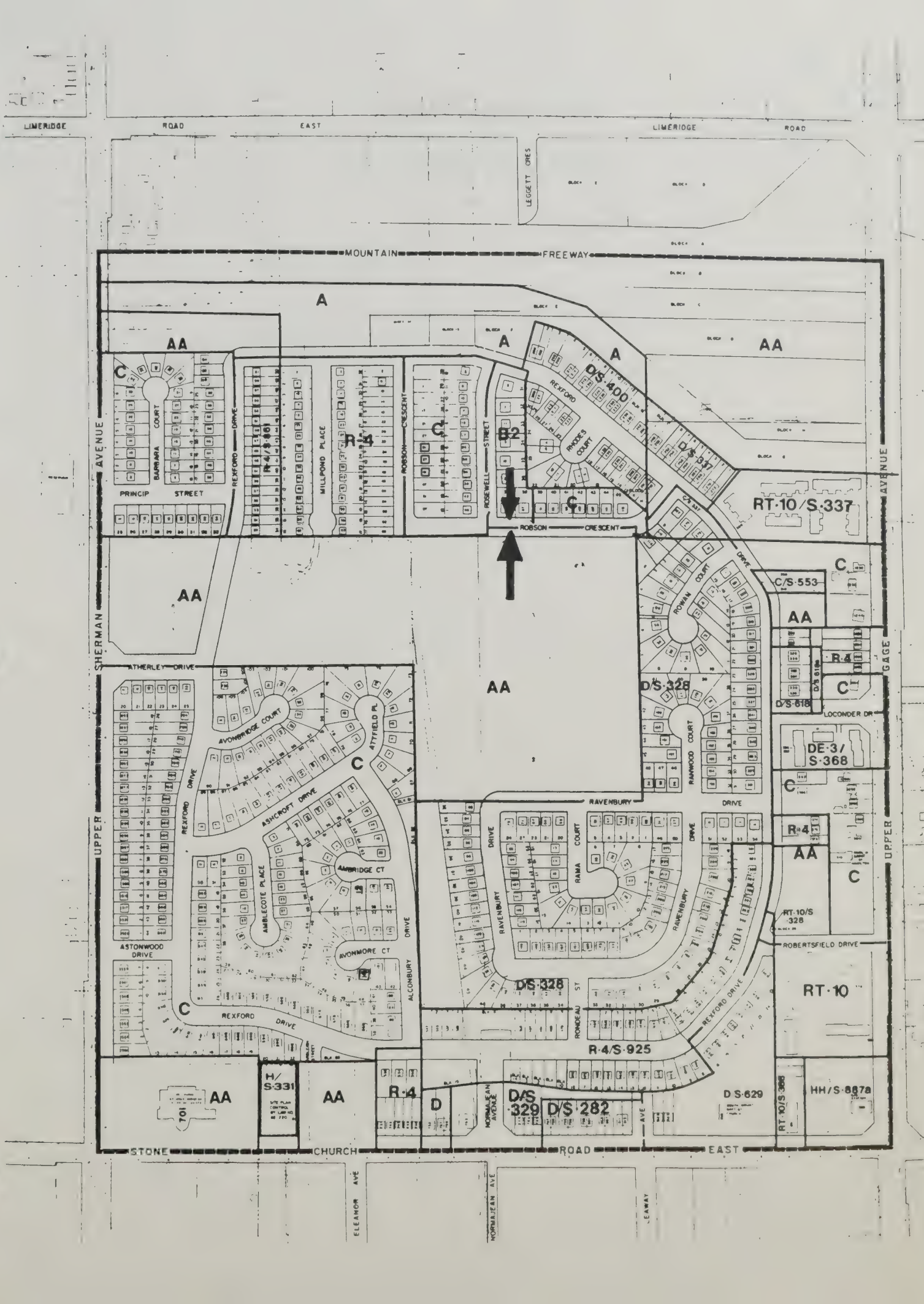
BACKGROUND:

The City Council at its meeting held 1995 June 27, approved a request from Alderman Henry Merling to erect a "No Parking" regulation on the east, north and south sides of Robson Crescent to facilitate traffic movement. The signs were erected shortly thereafter. Subsequent to this the City Council at its meeting 1995 September 26, approved a request to shorten the "No Parking" regulation on the east side of Robson.

Since that time, staff has been contacted by Mrs. Marlene Brown, 58 Robson Crescent, requesting that the regulation on the east/west leg to Robson be shortened to provide some additional on-street parking. Staff has contacted Mrs. Fletcher, 57 Robson Crescent, whose property abuts the subject area and has been advised that she does not object to the request to shorten the regulation. Therefore, staff concurs with this request.

There would be a gain of one parking space on the south side of Robson adjacent to the field and a gain of two parking spaces on the north of Robson adjacent to No. 57 Robson Crescent.

SH/CVB/MBH/kg


LIMERIDGE ROAD EAST
LIMERIDGE ROAD EAST
LEGGETT CRES
MOUNTAIN FREEWAY
SHERMAN AVENUE
UPPER GAGE AVENUE
A
AA
C
R-4
R-4/S-361
MILLPOND PLACE
ROBSON CRESCENT
ROSEWELL STREET
B2
D/S-400
REXFORD
PRINCES COURT
D/S-337
RT-10/S-337
ROBSON CRESCENT
C/S-553
ROWAN COURT
DRIVE
D/S-328
RAMWOOD COURT
D/S-618
LOCONDER DR
DE-3/S-368
ATHERLEY DRIVE
AVONRIDGE COURT
ATTFIELD PL
REXFORD DRIVE
ASHCROFT DRIVE
AMBRIDGE CT
AMBLECOTE PLACE
AVONMORE CT
ALCOMBURY DRIVE
ASTONWOOD DRIVE
RAVENBURY
RAMA COURT
RT-10/S-328
ROBERTSFIELD DRIVE
RONDEAU ST
REXFORD DRIVE
RT-10
R-4/S-925
H/S-331
SITE PLAN
701
D
NORMANDEAN AVENUE
D/S-329
D/S-282
D S-629
RT-10/S-366
HH/S-887a
STONE CHURCH ROAD EAST
ELEANOR AVE
NORMANDEAN AVE
LEAWAY

2 (c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 10
S609-01 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

To incorporate certain City land into various streets by By-Laws. (R-96-17)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Claudette Gate	Part 4	62R-12354
Regina Drive	Parts 2,3,4,5,6	62R-9741

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete a condition of severance, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Claudette Gate	Part 4, on Plan 62R-12354, being part Block 144, Plan 62M-679	N/A	To provide legal access to Plan 62M-760, Claudette Gardens - Phase #5	S609-01
Regina Drive	Parts 2, 3, 4, 5, 6, on Plan 62R-9741, being part Lot 14, Concession 8, in the geographic township of Barton	N/A	To facilitate development of the south east corner of Upper James Street and Regina Drive	S609-01

GM KML
cb:GM/KML
encls.

cc/Mr. H. Groen, Roads Department
cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 4, ON PLAN 62R-12354
INTO CLAUDETTE GATE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Claudette Gate within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Claudette Gate.

Part of Block 144, Plan 62M-679, designated as Part 4, on Plan 62R-12354.

City of Hamilton
Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 2, 3, 4, 5, 6, ON PLAN 62R-9741
INTO REGINA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to establish the land described below as a highway to be known as Regina Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, which highway shall be known as Regina Drive.

Part of Lot 14, Concession 8, in the geographic township of Barton, designated as Parts 2, 3, 4, 5, 6, on Plan 62R-9741.

City of Hamilton
Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk

Mayor

2(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 22

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1996 March 28	Commissioner of Public Works & Traffic	City of Hamilton Maintenance Costs on Regional Roads	1996 March 29

Kevin C. Christenson
Secretary
1996 April 22

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1996

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 May 6
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Sale of Closed Portion of Kenora Avenue

   (b) Sale of North/South Alley North of Strachan Street

   (c) Walkway - Fonthill Road to Upper Paradise Road
   Wentworth Condominium Corporation No. 79

   (d) Sidewalk on Wingate Place in Wheten Court Subdivision

   (e) CleanSoils Ltd. - Waste Disposal Site
   Pier 26 - Hamilton Harbour
   East Port Development
   Mr. Gordon Weis and Mr. Alex Keen, CleanSoils

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

PUBLIC WORKS DIVISION

Construction of Concrete Sidewalks on the South Side of Solindarnosc Place from St. Olga Street to Barnesdale Avenue North

4. **SECRETARY, PLANNING AND DEVELOPMENT COMMITTEE**

Site Plan Control Application by Imperial Oil Ltd.
for lands at 1445 Main Street West - Tree Removal

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	School Crossing Guard - Cochrane Road and Montrose Avenue	1995 December 4	Commissioner of Public Works & Traffic	Report Back - 1996 June 17 meeting
3.	Traffic Safety - Britannia Avenue between Kenilworth Avenue and Strathearn Avenue	1995 December 4	Commissioner of Public Works & Traffic	Report Back
4.	Leaf and Yard Waste Collection Program	1996 March 4	Commissioner of Public Works & Traffic	Report Back - 1996 May 6 meeting
5.	Parking Regulation - Country Club Drive between Greenhill Avenue and Capilano Drive	1996 February 5	Alderman Collins	Tabled for Meeting with Area Residents
6.	Letter from the Hand Association of Sewer, Watermain and Road Contractors	1996 April 1	Commissioner of Public Works & Traffic	Report Back

Kevin C. Christenson, Secretary
1996 April 22

1 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 30
S610-03 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Sale By-Law for the closed portion of Kenora Avenue at 771 Queenston Road. (R-96-21) B

RECOMMENDATION:

That the appropriate by-law for the sale of the subject land being described as;

> The closed portion of Kenora Avenue at 771 Queenston Road, designated as Parts 2 and 3, on Plan 62R-3773;

be forwarded to City Council for enactment.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from the sale of the closed portion of Kenora Avenue and other City land, a sum of $240,000.00, will be credited to Account Number CH4X501-00102 (Reserve for Property Purchases).

BACKGROUND:

The City Council at its meeting on 1996 February 27, adopted Item 14 of the 4th Report of the Finance and Administration Committee to sell vacant commercially zoned property known as 771 Queenston Road. This property includes a portion of Kenora Avenue, as closed by By-Law 77-293. The City Council authorized the sale of this property to Mr. Peter Zourntos for a sum of $240,000.00.

(cont'd pg 2)

BACKGROUND (cont'd):

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this by-laws in order to complete the sale.

cb:GM/KML
Encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO AUTHORIZE THE SALE OF THE CLOSED PORTION OF KENORA AVENUE, DESIGNATED AS PARTS 2 & 3, PLAN 62R-3773

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 14 of the 4th Report of the Finance and Administration Committee on 1996 February 27, authorized the City to sell the property known as 771 Queenston Road being more particularly described as Part 1, on Plan 62R-4156 and closed portion of Kenora Avenue being more particularly described as Parts 2 and 3, on Plan 62R-3773;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the closed portion of Kenora Avenue, described as;

   Part of Lots 27 and 28, Concession 2, in the geographic township of Saltfleet, being the portion of Kenora Avenue closed by By-Law 77-293, designated as Parts 2 and 3, on Plan 62R-3773.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Are hereby authorized.

2. That an offer to purchase the westerly half of the closed portion of Kenora Avenue, being Part 3, on Plan 62R-3773, be extended to the owners of 735 Queenston Road, for the sum of $64,000.00, subject to the highway closing and sale provisions in the Registry Act and the Municipal Act.

(cont'd pg 2)

3. That in the event that the owner of 735 Queenston Road does not accept the offer within thirty (30) days of the passing of this By-Law, that the soil and freehold of the said land described in Item 1 of this by-law, along with other City land, being Part 1, on Plan 62R-4156 and known as 771 Queenston Road, be sold to Mr. Peter Zourntos or his successors in title for the sum of $240,000.00,in accordance with the provisions of the agreement dated 1996 January 23; subject to the highway closing and sale provisions in the Registry Act and the Municipal Act.

PASSED this day of A.D. 1996

City Clerk Mayor

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 30
S610-03 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Sale By-Law for the closed alley between Bay Street and Strachan Street. (R-96-21) A

RECOMMENDATION:

That the appropriate by-law for the sale of the subject land being described as;

> Alley between Bay Street and Strachan Street, closed by Judge's Order 142966, designated as Part 4, on Plan 62R-7821;

be forwarded to City Council for enactment.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The fair market value of the alley has been set at $1.00 by the Property Department.

BACKGROUND:

The City Council at its meeting on 1982 August 31, adopted Item 13 of the 15th Report of the Finance and Administration Committee and authorized the sale of this alley and other City land to the Region for Perimeter Industrial Road purposes for a total sum of $301,752.00.

(cont'd pg 2)

BACKGROUND (cont'd):

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this by-law in order to complete the sale.

cb:GM/KML
Encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO AUTHORIZE THE SALE OF THE CLOSED ALLEY BETWEEN BAY STREET AND STRACHAN STREET AS CLOSED BY JUDGE'S ORDER 142966 DESIGNATED AS PART 4, PLAN 62R-7821

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 13 of the 15th Report of the Finance and Administration Committee on 1982 August 31, authorized the City to sell the alley between Bay Street and Strachan Street, being more particularly described as Part 4, on Plan 62R-7821;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That sale of the closed alley between Bay Street and Strachan Street, described as;

   All of the alley on Registered Plan 264, designated as Part 4, on Plan 62R-7821, as closed by Judge's Order 142966.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Are hereby authorized.

2. That the soil and freehold of the land along with the other City land be sold to the Regional Municipality of Hamilton-Wentworth for the sum of $301,752.00

PASSED this day of A.D. 1996

City Clerk Mayor

PROPERTY MANAGEMENT BUILD INCORPORATED

1 (c)

FAX COVER SHEET

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TO: CITY of HAMILTON Fax 546-2095

ATTENTION TRANSPORTATION & ENVIRONMENT COMMITTEE, MR KEVIN CHRISTENSEN

DATE: APRIL 17, 1996 TIME 11:55

RE: FONTHILL WALKWAY - WCC79 SALE TO CITY

TOTAL PAGES, INCLUDING THIS COVER SHEET: 1

FROM: PETER WEBB

SPECIAL COMMENTS / INSTRUCTIONS: A DELEGATION FROM THE CONDOMINIUM BOARD TO SPEAK ABOUT THE PARAMETERS SET FOR THE WIDTH OF THE WALKWAY. THESE PARAMETERS HAVE SET A ROADBLOCK FOR US TO OBTAIN THE REQUIRED CONSENT FROM ALL UNITS AS REQUIRED UNDER "CONDOMINIUM ACT". WOULD LIKE TO CONFIRM WIDTH OF WALKWAY ALLOWABLE (LESS THAN 10') WHICH CAN BE AGREED ON

CONFIRM DATE OF AGENDA REVIEW & COMMITTEE MEETING

1[illegible] Ontario L9A 2N9 • Tel: (905) 575-3636 • Fax: (905) 575-0050

CITY OF HAMILTON

- INFORMATION -

DATE: 1996 April 26

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Walkway - Fonthill Road to Upper Paradise Road
Wentworth Condominium Corporation No. 79

BACKGROUND:

The walkway, as shown on the attached plan, is owned and maintained by Wentworth Condominium Corporation No. 79. The walkway is approximately 1.5 m wide, has a wooden fence on each side and patio stones 0.7 m square along its length for a walking surface.

Union Gas has a pipeline within the limits of the walkway and have a right in perpetuity to enter the property to repair the line if necessary.

The walkway was established as part of the development agreement when the lands were rezoned. In 1988, the Condominium Corporation asked the City to assume the walkway due to the escalating maintenance costs.

The Public Works Department was opposed to the City assuming the walkway for the following reasons:

a) Ongoing maintenance and liability costs associated with a public walkway.
b) Existing fence and walking surface requires upgrading at a cost estimated at $10,000.
c) Present walkway width of 1.5 m is too narrow for snow clearing operations and would have to be a minimum of 3.0 m wide.
d) The alternate route for pedestrians does not pose a serious hardship.

On September 16, 1993, a public meeting was held by the Planning & Development Department to discuss the walkway. The meeting was attended by both Ward Aldermen, staff from the Planning & Development Department and fourteen residents. The following points were raised by the residents:

a) There has not been adequate snow removal.
b) Too far to walk to Upper Paradise Road via Fonthill Road and Hadeland Avenue for physically disabled people.
c) Walkway is currently used by students walking to and from Sir Allan MacNab Secondary School and residents along Upper Paradise Road wishing to take children to the park located at the corner of Fonthill Road and Wendover Drive.

d) An H.S.R. bus stop is located on Upper Paradise Road at the walkway entrance.
e) A school bus stop is located on Fonthill Road near the walkway entrance.
f) The adjacent property owners are concerned about theft, privacy, garbage caught between fences and garbage thrown into their yards.

Most of the residents present were generally in favour of keeping the walkway open, provided the width could be increased and the appearance of the walkway could be improved. However, the residents in home adjacent to the walkway would ideally like it closed. Failing closure, improvements such as better fencing and grading should be undertaken.

On August 30, 1994, City Council adopted a resolution which was added to the Transport and Environment Committee's 11th Report for 1994 as Section 39 approving "That subject to the Wentworth Condominium Corporation No. 79 transferring ownership of the walkway which runs east/west between Fonthill Road and Upper Paradise Road to the City of Hamilton for the sum of $1., City Council approve the following:

a) That the Director of Public Works Department be directed to undertake improvements to the existing concrete walkway surface, including an increase in width from 1.5 m to 3.0 m, which will bring the walkway to City Standards and the installation of a 1.5 m chain link fence to replace the existing wood fence at a cost not to exceed $10,000; and,

b) That the Director of the Public Works Department be directed to place an amount of $2,000. in the Departments Annual Maintenance Budget for associated walkway maintenance costs including snow removal, weed control and garbage clean-up; and,

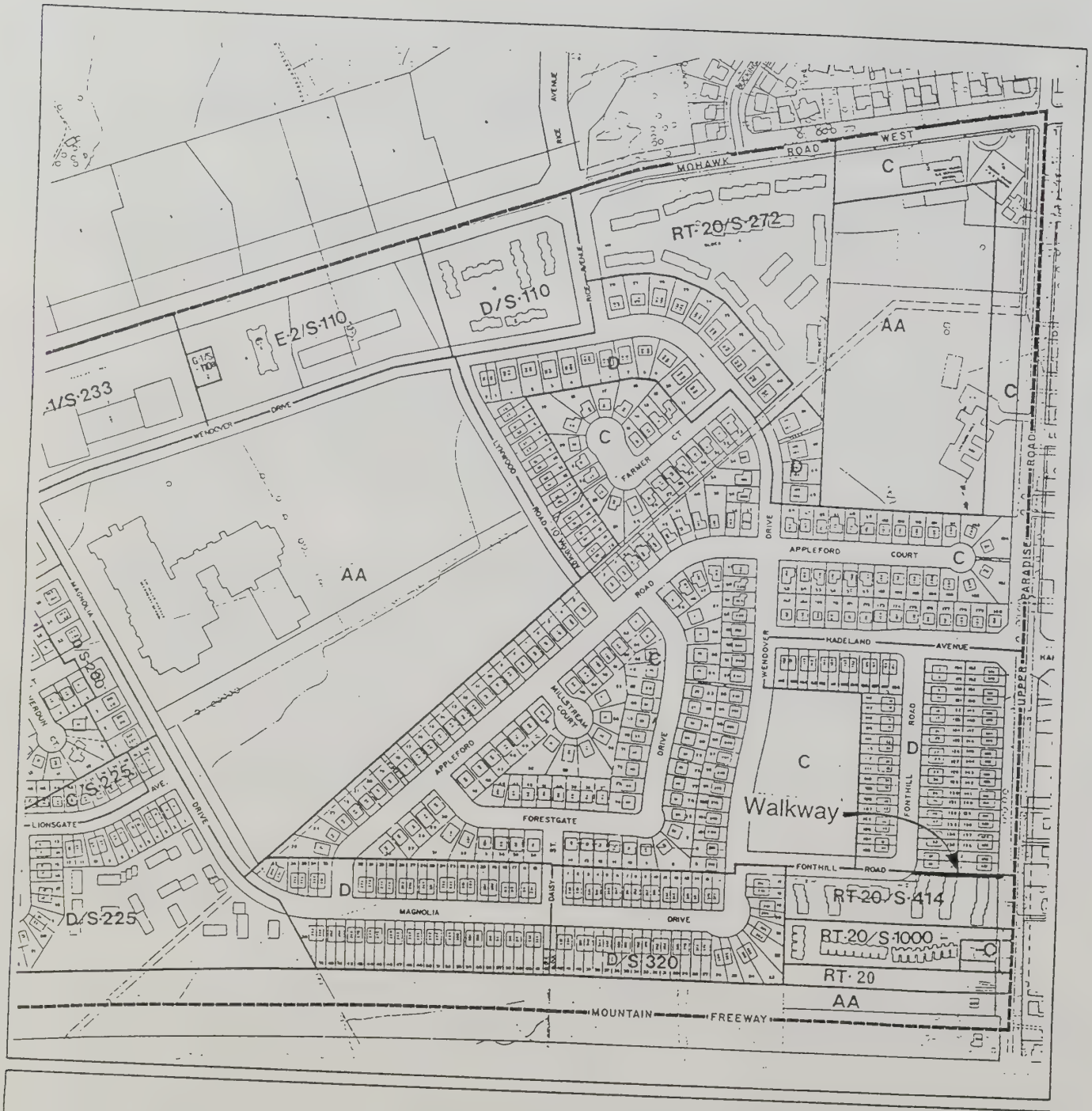
c) That the Director of Property be directed to proceed with the transfer of the property from the Wentworth Condominium Corporation No. 79 to the City of Hamilton at a cost not to exceed $601.; and,

d) That the estimated cost of $10,000. for this undertaking be financed from the Canada/Ontario Infrastructure Works Programme, as recommended by the Committee of the Whole."

Staff from this Department have met with representatives from the Condominium Corporation on several occasions. They have asked the City to reduce its width requirement for the walkway from 10' to 7'. Staff have advised that 9' could be the minimum width that could be safely maintained during winter conditions, although the 10' width is desirable.

RPM/jd

c.c. M. Watson, Manager of Real Estate, Attention: K. Nutley
c.c. J. Lessing, Law Department



Fessenden Neighbourhood

APPENDIX "A"

Legend

- Neighbourhood Boundary
- Zoning Boundary.

Walkway

NORTH

Planning and Development Department
Hamilton-Wentworth Region

1 (d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 26

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Sidewalks on Wingate Place in Wheten Court Subdivisions

RECOMMENDATION:

That Item 21 of the 15th Report of the Transport and Environment Committee adopted by Council on December 12, 1995 be rescinded.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost to construct concrete sidewalks on Wingate Place is $19,100.

BACKGROUND:

On December 12, 1995, Council in adopting Item 21 of the 15th Report of your Committee approved the following:

1. That the request of nine of the thirteen owners on Wingate Place for the construction of concrete sidewalks on Wingate Place in Wheten Court Subdivision, at an estimated cost of $19,100, be approved; and,

2. That the Commissioner of Transportation/Environmental Services be authorized and directed to construct these works on behalf of the City; and,

3. That the Finance and Administration Committee recommend a source of funding for this project.

The plan for Wheten Court Subdivision was registered on October 2, 1990. The City owned the lots since it was the site of the former Public Works Yard. Council authorized the sale of 24 residential building lots by tender on April 13, 1993 in adopting Item 28 of the fourth Report of Your Committee. There is no subdivision agreement since these were City-owned lands.

All subdivision agreements since November 25, 1986 contain a clause which states that where residents petition for sidewalks and the petition receives approval by the City under local improvements within five years of the date of the subdivision agreement, the Company (in this case the City) would pay all costs in full for the sidewalk.

A petition signed by nine of the thirteen owners was originally received requesting that the sidewalks be constructed. Since this represented the required ⅔ majority and majority of the assessed value of the lots under The Local Improvement Act, the construction of the sidewalks were recommended. The tender has been awarded and the Contractor is scheduled to begin at the end of May.

We are in receipt of a petition against the construction of the sidewalks signed by 5 of the 13 owners on the Court. One of the owners, 3 Wingate Place, who originally was in favour of the construction is now opposed. Therefore, the requirement for ⅔ of the owners in favour is no longer valid and the work should not proceed. The location of the subdivision is shown on the attached plan.

RPM/jd
Attach.

c.c. D. Y. Onishi, Director, Design & Construction, Roads Department
c.c. M.C.J. Watson, Manager, Real Estate Division, Property Department



123 22 68 13 7 65 137 56 16 This is not a Legal Document For Zoning Verification Please Contact City Building Department.	CITY OF HAMILTON **BALFOUR** **ZONING**
Neighbourhood Boundary Zoning Boundary	0 100m SCALE 50m
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton Wentworth	PLANNING UNIT NO 7208

1 (e)

CleanSoils
SOIL REMEDIATION SPECIALISTS

C
2
N
T
Fax: (416) 226-2931

April 29, 1996

via fax 905-546-2095

Mr. Robert M. Morrow, Mayor
& the Members of City Council
c/o Mr. Joseph J. Schatz
City Clerk
Office of the City Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario L8N 3T4

Re: CleanSoils ~~Limited~~

Dear Mr. Morrow:

It has come to our attention that CleanSoils Limited was discussed as part of the agenda of the most recent City of Hamilton Transportation and Environment Committee. We understand that from this meeting an important recommendation concerning CleanSoils will be made to the upcoming City Council meeting of Tuesday April 30. Because CleanSoils has not had adequate representation in the development of this recommendation, we respectfully request a delay in the consideration of the recommendation by City Council in order that we may have an opportunity to present our case before the Transportation and Environment Committee.

The main reason for this request is that CleanSoils did not receive adequate notification of the Committee meeting and was, therefore, not in attendance to respond to the issues presented. For reasons not immediately apparent, CleanSoils was invited to the Transportation and Environment Committee meeting a brief 15-30 minutes before it began. Because the invitation was left on an answering machine, CleanSoils management was not aware of the meeting until after it occurred. We have since received the transcripts and we believe there are a number of inaccuracies. We would like to present our side of the debate fully and completely so that Committee members and Councillors can make an informed, reasonable and fair decision.

Please be aware that CleanSoils is a new business in Hamilton which has created new local employment and is generating revenues in and for the City. We have been communicating with the Beach Community to introduce our facility and to discuss and address their concerns. We believe we have made progress and we will continue to strive towards reaching positive conclusions. The CleanSoils operations should not have an impact on the Beach Community residents and indeed we believe we do not. We certainly wish to be a long term corporate citizen in good standing in the City of Hamilton.

CleanSoils

Again, we respectfully request that this issue be referred back to the Transportation and Environment Committee in order that CleanSoils may have the opportunity to respond in a democratic and informed fashion. It is critically important that both sides are heard fairly especially for an issue as important as this.

Thank you for your attention to this request.

Yours very truly,

G. M. Weis M.B.A., P.Eng.
President

cc Mr. Joe Pavelka, C.A.O
Mr. Kevin Christenson, Secretary, Transportation & Environment
Mr. Fred Eisenberger, City Councillor
Mr. Chad Collins, City Councillor

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 25

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Construction of Concrete Sidewalks on the South Side of Solidarnosc Place from St. Olga Street to Barnesdale Avenue North

RECOMMENDATION:

a) That the construction of a concrete sidewalk on the south side of Solidarnosc Place from St. Olga Street to Barnesdale Avenue North proceed as a local improvement pursuant to Section 12 of the Local Improvement Act; and,

b) That the attached By-Law prepared by the Commissioner of Public Works and Traffic be enacted; and,

c) That the City's Share of $16,803.17 be financed from the 1996 Capital Levy (Account Centre No. CH22002) and the Owner's Share in the amount of $1,396.83 be financed by the issuance of debentures for a period not to exceed 20 years; and,

d) That an application be made to the Regional Municipality of Hamilton-Wentworth to issue debentures for the Owner's Share in the amount of $1,396.83 for a term not to exceed 20 years for the above project; and,

e) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received.

Dlobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1996 Capital Budget includes a provision for the City's Share of Local Improvements in the gross amount of $222,000 to be financed from the 1996 Capital Levy. The City's Share of Local Improvements approved in 1996 including this recommendation, amount to $96,394.44. If approved, the project will reduce the balances available in the City's Share to $125,605.56 and the Owner's Share to $480,194.44. The issuance of debentures for this project will not exceed the City's prescribed limit as outlined in the Municipal Act.

BACKGROUND:

On November 14, 1995, Council in adopting Item 38 of the 13th Report of your Committee authorized and directed the Commissioner of Public Works and Traffic to initiate the construction of a concrete sidewalk on the south side of Solidarnosc Place between St. Olga Street and Barnesdale Avenue North as a local improvement under Section 12 of the Local Improvement Act. The property owners will be required to pay the approved rate per metre or the actual cost, whichever is less.

RPM/jd

c.c. P. Noé Johnson, City Solicitor
S. Reeder, Secretary, Finance & Administration Committee
A. Ross, City Treasurer, Attention: N. Adhya
C. Mascarenhas, Manager of Accounting, Attention: M. B. Chandrashaker
J. Bruzzese, Acting Commissioner of Finance
D. Y. Onishi, Director, Design & Construction, Roads Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-
To Authorize:

1. The construction as Local Improvements as a City initiative (without petition) under Section 12 of the Local Improvement Act of concrete sidewalks:

   on the south side of Solidarnosc Place from St. Olga Street to Barnesdale Avenue North, as describe in Schedule "A";

2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;

3. The preparation of plans, specifications, and reports and the supervision of the construction by the Commissioner of Transportation/Environmental Services.

WHEREAS the Council of The Corporation of the City of Hamilton did decide to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements, without petition on the initiative of Council, (Item 38 of the 13th Report of the Transport and Environment Committee on November 14, 1995);

AND WHEREAS the Council of The Corporation of the City of Hamilton did authorize that the Corporation's portion of the cost of the proposed works be paid out of current revenues;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of the Local Improvement Act, R.S.O. 1990, Chapter L.26;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and to raise the abutting owners' portion of the costs by borrowing the required funds through the Region's issuance of debentures until said abutting owners' portion of the cost is paid by the special assessment;

AND WHEREAS the Regional Municipalities Act, R.S.O. 1990, Chapter R.8 provides (section 111) that "no area municipality has power to issue debentures", and that the Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, R.S.O. 1990, Chapter O.28, section 65, states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained;

AND WHEREAS the Local Improvement Act, (section 53(7)) states that the amount of monies borrowed in respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvement works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $18,200.

2. The portion of the estimated cost of the works in the amount of $1,396.83 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre thereof (set out in Schedule "A" attached hereto,) shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in equal annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton,

   (a) to the extent sufficient to provide an amount not exceeding $1,396.83;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Transportation/Environmental Services is hereby authorized to,

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 1996.

CITY CLERK MAYOR

SCHEDULE "A"

Construction of a concrete sidewalk

on the south side of Solidarnosc Place from St. Olga Street to Barnesdale Avenue North

at the estimated cost not exceeding the following:

City's Share	$ 16,803.17
Abutting Owners' Share	1,396.83
TOTAL ESTIMATED COST	$ 18,200.00
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	$101.00

4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 30

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Site Plan Control Application DA-95-23 by Imperial Oil Ltd., for Lands at 1445 Main Street West - Tree Removal**

RECOMMENDATION:

That pursuant to the terms of the City Tree By-Law No. 92-155, wherein, under Section 7, Sub Section (2), approval be given to Imperial Oil Ltd. 1445 Main Street West, to remove two 8" diameter White Ash trees on the City road allowance at the above noted address using the City of Hamilton, Department of Public Works and Traffic, Streets Division, Forestry Section staff, subject to the developer paying all removal and replacement costs, that sum being $1,850.00.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Planning and Development Committee at its meeting of 1996 April 3, approved the Site Plan Control Application DA-95-23 contingent upon the Transport and Environment Committee/Council approving the removal/replacement of two 8" diameter White Ash trees.

The City of Hamilton By-Law 92-155 "Respecting Trees" prohibits injury or destruction of a public tree. If City Council approval is granted for the removal of the aforementioned Leland Street side trees, the cost of the removal/replacement to be recovered by the Department of Public Works and Traffic are as follows:

Cost to Remove Two 8" Diameter White Ash Trees:	$ 250.00
Cost for Replacement Trees:	$1,600.00
Total Costs:	$1,850.00

BACKGROUND:

It should also be noted that there is a 30" diameter dual stemmed Black Walnut tree on City property that must be protected under a Tree Preservation Plan and four 26" diameter Poplar trees also on City property in a state of decline. As an alternate to preserving the four 26" diameter trees, the developer will also have to assume the removal costs ($3,400.00) as construction will reduce their normal life expectancy. As these trees are not considered healthy City Council approval is not required.

RG/rb

c.c. C. Firth-Eagland, Manager of Streets & Sanitation
c.c. J. Pook, City Horticulturist
c.c. V. Abraham, Director of Planning
c.c. G. Desjarlais, Deputy Chief, Hamilton Fire Department
c.c. C. Keenan, Foreman, Forestry
c.c. K. Jones, Foreman, Forestry

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO:	Kevin Christenson, Secretary Transport and Environment Committee City Clerk's Department	YOUR FILE:	
FROM:	Tina Agnello, Secretary Planning and Development Committee City Clerk's Department	OUR FILE: PHONE:	 (905) 546-2729
SUBJECT:	Site Plan Control Application DA-95-23 by Imperial Oil Ltd., for Lands at 1445 Main Street West - Tree Removal	DATE:	1996 April 18

The Planning and Development Committee at its meeting of 1996 April 3 approved the abovenoted report attached hereto.

As per the directions in subsection viii) this report is being forwarded to the Transport and Environment Committee for a decision respecting tree removal/replacement on public lands.

T. Agnello

cc. V. Abraham, Director of Planning and Development
D. Lobo, Director of Public Works and Traffic

D.J.

CITY OF HAMILTON

- RECOMMENDATION -

MAR 2 7 1996

DATE: 1996 March 21
DA-95-23 (ZAC-95-02)
Ainslie Wood East Neighbourhood

REPORT TO: Tina Agnello, Secretary
Planning and Development Committee

FROM: Mr. V. J. Abraham, M.C.I.P., R.P.P.
Director, Planning and Development Department

J. Pavelka, P.Eng.
Chief Administrative Officer

SUBJECT: Site Plan Control Application DA-95-23 for lands located at 1445 Main Street West for use as a gas bar, carwash, convenience store and drive-through restaurant.

RECOMMENDATION:

That approval be given to Site Plan Control Application DA-95-23 by Imperial Oil Limited, owner, c/o Greg Ford, for lands known as 1445 Main Street West, as shown on the attached map, for a gas bar, carwash, convenience store, and drive-through restaurant subject to the following:

i) modification to plans in relation to notes, dimensions, and access points, as marked in red on the plans;

ii) submission of a revised grading plan to the satisfaction of Manager of Development, Roads Department;

iii) provision of the appropriate agreement to provide the extension of the traffic island on Main Street West;

iv) dedication of a 6 m X 7 m daylight triangle at the intersection of Leland and Main Street to the Region for road widening purposes;

v) submission of a revised landscape plan to the satisfaction of the Director, Planning and Development Department;

vi) submission of revised building elevations for the convenience store to the satisfaction of the Director, Planning and Development Department;

vii) submission of a tree preservation plan for the dual stemmed black walnut tree on City property to the satisfaction of the Forestry Division and that the applicant be responsible for costs associated with the removal/replacement of the two (2) existing trees on Lelands Avenue and removal of four (4) unhealthy trees on the Fire Hall lands; and further,

viii) by copy of this report, the matter regarding removal/replacement of the existing trees on public lands be forwarded to the Transportation and Environment Committee for approval.

BACKGROUND:

Plans have been submitted for redevelopment of the existing gas bas and service station to a gas bar, carwash convenience store, and drive through restaurant, for lands known as 1445 Main Street West, as shown on the attached map.

The details of the development are as follows:

•	Net Lot Area	-	5842.0 m^2
•	Gross Floor Area	-	262.7 m^2
•	Landscape Area	-	2004.0 m^2
•	Building Height	-	4.0 m +/- , one (1) Storeys
•	No. of Parking Spaces Provided	-	13 + 1 Handicapped
•	Exterior Building Materials: Metal and Grey Stone (i.e. Bradstone Finish).		

Zoning Application 95-02

The Planning and Development Committee, and City Council at their meetings of April 5, 1995, and April 11, 1995, respectively, **approved** Zoning Application 95-02 to permit the development of a gas bar and car wash with drive-through restaurant and convenience store, for property located at 1445 Main Street West, as shown on the attached map.

The subject lands were placed under Site Plan Control and final approval would be withheld until:

i) a noise study with attenuation measures has been completed to the satisfaction of the Ministry of the Environment; and,

ii) a traffic analysis respecting left turns from Main Street West has been completed to the satisfaction of the Traffic Department.

By-law No. 95-127 came into effect on December 4, 1995.

COMMENTS RECEIVED:

The Ministry of the Environment and Energy has verbally advised that the submitted noise study with attenuation measures is satisfactory.

The Roads Department has commented on various matters dealing with the grading plan, design of the access points, removal of trees within the road allowance and extension of concrete median islands on Main Street (See Appendix "A").

The Traffic Division has commented on matters dealing with access to the site and the required traffic study (Seee Appendix "B").

The Forestry Division has commented on the removal and preservation of existing trees within the road allowance and immediately to the north on the Fire Hall lands (See Appendix "D").

COMMENTS:

Modifications are required to the plans related to dimensions, notes, and access points and are marked in red on the plans in response to the comments from the various departments.

The Roads Department has advised that additional information should be resubmitted for approval of the grading plan. Therefore, a revised grading plan is required to be submitted to the satisfaction of the Manager of Development, Roads Department. Furthermore, as a conditional of approval it is recommended that a 6 m X 7 m daylight triangle at the intersection of Leland and Main Street be dedicated to the Region for road widening purposes. Furthermore, the applicant/owner will be required to provide the Region with a certification of soil quality, as per the guidelines of the Ministry of the Environment, to be completed and delivered to the Region of Hamilton-Wentworth within 30 days of the issuance of the first Building Permit for this development.

The Traffic Department has stated in their comments that the traffic study submitted is inconclusive. As a result, they will be proceeding with the original option to prohibit left turn movements from Main Street during peak periods. The applicant has agreed with this option (See Appendix "B").

The Landscape Plan will required some modification in relation to comments received from various commenting agencies (i.e. Roads and Public Works Department - Forestry Section). Thus, a revised Landscape Plan must be submitted to the satisfaction of the Director, Planning and Development Department.

It is also recommended that the building elevations for the convenience store be revised to be architecturally compatible and sensitive to existing residential dwellings/uses along the south side of Leland Avenue facing the convenience store. In addition to the stone veneer and metal cladding, as shown, the roof line could be altered to screen the mechanical equipment on the roof and vary the roof line (see Appendix "C"). Therefore, revised building elevations for the convenience store should be submitted to the satisfaction of the Director, Planning and Development Department.

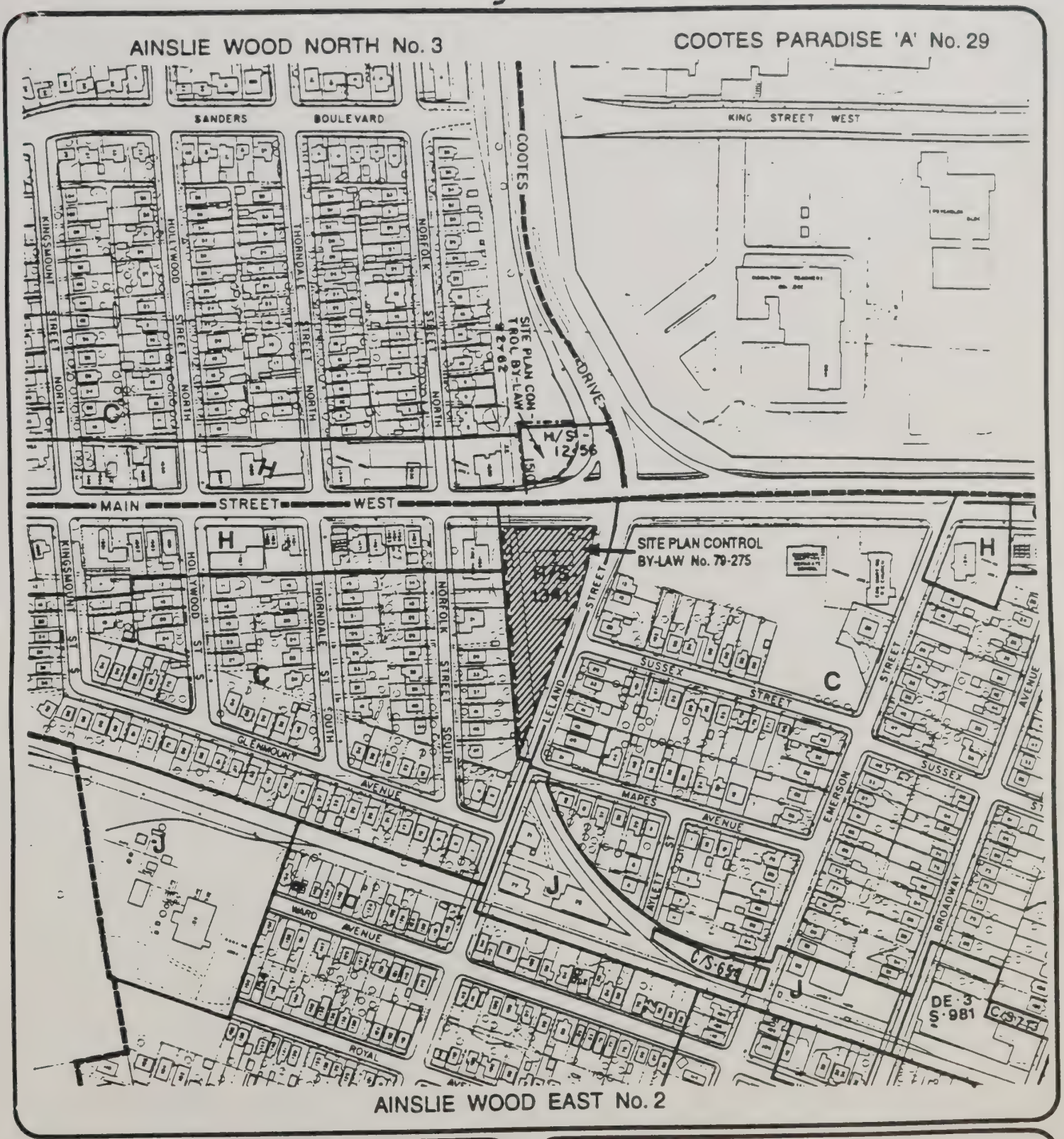
The Forestry Division has stated that the applicant will be required to submit a tree preservation plan for the dual stemmed black walnut tree on City property (i.e. Fire Hall), and subject to City Council approval, the applicant will be responsible for costs associated with the removal/replacement of the two (2) existing trees on Leland Avenue affected by the new access driveway and the cost of removal of four (4) unhealthy trees on the Fire Hall lands.

Furthermore, by copy of this report, the matter regarding the removal/replacement of the above-mentioned existing trees on public lands be forwarded to the Transportation and Environment Committee for approval.

CONCLUSION:

Subject to the above, the proposed development is satisfactory.

JL/jl
DA-95-23



City of Hamilton

Plan Showing Lands Subject to

Site Plan Control Application DA-95-23

Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not to Scale	DA-95-23
	Date	Drawn By
	JULY 1995	Z. K.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 May 6
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 April 22

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) Park Street North between Vine Street and Cannon Street West

(b) Catharine Street North between Cannon Street East and Robert Street

(c) Intersection of West 32nd Street and Elmwood Avenue

(d) Graystone Drive between Glenvale Drive and Greyfriar Drive

(e) No. 99 Hillcrest Avenue - Request to remove a reserved "Permit Parking" space for a Handicapped Resident

(f) No. 79 William Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(g) Landsdowne Avenue between Sherman Avenue North and Lottridge Street

(h) No. 345 Tragina Avenue North - Request to modify the hours of the existing Wheelchair Loading Zone

(i) North and East Sides of Chedmac Drive

(j) No. 203 Jackson Street East - Request to remove a Reserved "Permit Parking" Space for a Disabled Resident

(k) Hunter Street East - Parking Regulations adjacent to the Go Station.

ii. **Intersection Control**

(a) Intersection of Garth Street and Glenvale Drive - Corner Clearance

(b) Intersection of Glassco Avenue North and Melvin Avenue - Corner Clearance

(c) Intersection of Crockett Street and East 27th Street

(d) Intersections of San Fernando Drive and San Marco Street and San Pedro Drive and San Marco Street

iii. **Miscellaneous**

(a) Delaware Bus Route - Bus Stop Installation

(b) School Bus Loading Zone on Harrisford Street adjacent to St. Luke School

(c) School Bus Loading Zone on Smith Avenue adjacent to St. Brigid School

(d) South side of Clinton Street, east of Ruther Street - Wheelchair Loading Zone

C. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/
COMMISSIONER OF ENVIRONMENT)

(i) Temporary Closure of Elgin Street for March for Jesus

(ii) Westdale Village Street Party and Family Picnic

(iii) Encroachment Agreements

(iv) To incorporate certain City land into various streets by By-Laws

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2 (A)

Monday, 1996 April 22
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were

Present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, City Business
Also Present:	Alderman D. Wilson Alderman F. Eisenberger Ms. B. Price, Hamilton Safety Council Mr. D. Lobo, Commissioner of Public Works and Traffic Mr. C. Firth-Eagland, Public Works and Traffic Department Mr. R. Meiers, Public Works and Traffic Department Mr. M. Hazell, Public Works and Traffic Department Mr. P. Dunn, Regional Environment Mr. V. Terluk, Regional Environment Mr. T. Gill, Roads Department Mr. P. Lampman, Building Department Mr. B. Janssen, Planning Department Ms. P. Noe-Johnson, City Solicitor Mr. C. Slater, M.O.E.E. Ms. M. Pacey, Beach Strip Community Mr. J. Howlett, Beach Strip Community Mr. K. C. Christenson, Secretary

1. **DELEGATION**

Hamilton Beach Community Delegation Respecting CleanSoils Inc.

The Committee was in receipt of the following items respecting the subject matter;

- correspondence dated 1996 April 1 from Ms. Marian Pacey of the Beach Strip Community
- memorandum dated 1996 April 18 from the Secretary of the Planning and Development Committee
- report dated 1992 September 16 from the Senior Director of Environmental Services (original report considered by T&E Committee)

Mr. Terluk gave an overview of the issue and the process the City had followed leading up to the issuance of the Certificate of Approval issued to CleanSoils Inc. to operate this site by the M.O.E.E. in 1992.

Ms. Pacey of the Beach Strip Community appeared before the Committee and presented and reviewed her submission.

Mr. Howlett of the Beach Strip Community appeared before the Committee and presented a report on the effect that the CleanSoils operation was having on the surrounding residential community. He then presented a copy of his submission to the Committee Secretary.

Ms. A. Selby and Ms. J. Burgess made brief presentations to the Committee in support of the City closing the CleanSoils operation due to the negative environmental effect on the Beach Strip Community.

Mr. Slater of the M.O.E.E. stated that both the issue of zoning and technical operations needed to be addressed. He suggested that zoning was a City matter and that the technical concerns raised by the residents was one which the M.O.E.E. would appropriately investigate.

Discussion ensued on the basis which the Certificate of Approval had been granted to CleanSoils.

Following considerable discussion, the Committee approved the following recommendation;

1. (a) That, due to the environmental impact on the Hamilton Beach Strip Residential Community, the City of Hamilton, through its Chief Administrative Officer, utilize all powers available through City, Regional, Provincial and Federal Departments/Ministries, to proceed as quickly as possible to close down the CleanSoils Limited Waste Disposal Site - Processing Operations located at Pier 26 - Hamilton Harbour East Port Development; and,

(b) That the Chief Administrative Officer be directed to report back to the Transport and Environment Committee on the actions taken and the status of the issue in one months time.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting of Monday, 1996 April 1 were adopted as circulated to the members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Parking Regulations

(a) **West side of Independence Drive south of Templemead Drive**

The Committee was in receipt of a report dated 1996 April 02 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the west side of Independence Drive which commences at Templemead Drive and extends to the south

property of No. 100 Independence Drive be shortened, such that the regulation commences at the south property line of No. 14 Independence Drive and extends to the south property line of No. 100 Independence Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 286 Paling Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1996 April 04 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Paling Avenue commencing at a point 603 feet south of Barton Street East and extending to a point 27 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 31 Huron Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1996 April 03 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(i) That a "Permit Parking" regulation be implemented on the north side of Huron Street commencing at a point 96 feet west of Stirton Street and extending to a point 21 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(ii) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Harry Mason, No. 31 Huron Street.

(d) **School Bus Loading Zone on Herkimer Street adjacent to St. Joseph's School**

The Committee was in receipt of a report dated 1996 March 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Herkimer Street commencing at a point 117 feet west of Locke Street and extending 184 feet westerly therefrom, be revised such that the regulation is in effect only from Monday to Friday, and the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Robson Crescent - Parking Regulations**

The Committee was in receipt of a report dated 1996 April 09 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(i) That the existing "No Parking" regulation on the north and east sides of Robson Crescent commencing at the east property line of No. 57 Robson Crescent and extending to a point 86 feet north of the north curb line of Robson Crescent be shortened such that the regulation commences at a point 74 feet east of the east curb line of Robson Crescent and extends to a point 86 feet north of the north curb line of Robson Crescent; and,

(ii) That the existing "No Parking" regulation on the south side of Robson Crescent commencing at the west curb line of Robson Crescent and extending to a point 89 feet easterly therefrom be shortened such that the regulation commences at the west curb line of Robson Crescent and extends to a point 69 feet easterly therefrom; and

(iii) That the City Traffic By-law No. 89-72 be amended accordingly.

C. CITY ENGINEER
(Commissioner of Transportation/Environmental Services)

Street Incorporation

The Committee was in receipt of a report dated 1996 April 10 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into Eleanor Avenue:

Claudette Gate	Part 4	62R-12354
Regina Drive	Parts 2,3,4,5,6	62R-9741

(b) That the by-law to carry out the incorporation of the said land into the foregoing street be enacted by Council; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1996 March 28 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received:

Date	From	Subject	Date Distributed
March 28	Commissioner of Public Works and Traffic	City of Hamilton Maintenance Costs on Regional Roads	1996 March 29

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

MacNab-Charles Heritage Conservation District
Proposed Streetscape Improvements

The Committee was in receipt of a report dated 1995 April 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the streetscape improvements proposed on MacNab Street, Charles Street and Hurst Place which include the following be undertaken:

(i) concrete crosswalks on the north side of Bold Street at MacNab and Charles Street and at the intersection of MacNab Street and Hurst Place; and,

(ii) widened concrete landings on the north and south side of the MacNab Street pedestrian tunnel including landscaping and irrigation systems; and,

(b) That the cost of this work estimated at $30,000. be charged to Account No. CF5295 42021 - 1995 Reconstruction Program, MacNab Street from Bold to Hurst.

4. CITY ENGINEER
(Commissioner of Transportation/Environmental Services)

1996 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1995 April 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

" BATTLERIDGE SUBDIVISION (PHASE 3) ", Hamilton

City's Share $32,625.00 Subdivider's Share $355,732.00

" BOW VALLEY ESTATES ", Hamilton

City's Share $ 3,972.33 Subdivider's Share $136,157.45

" KEMP ESTATES ", Hamilton

City's Share $ 2,101.31 Subdivider's Share $58,900.96

" KENTLEY LANE ", Hamilton

City's Share $ -NIL- Subdivider's Share $153,241.00

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Battleridge Subdivision - Phase 3", "Bow Valley Estates", "Kemp Estates", "Kentley Lane" and any other related documents for this Subdivision subject to the approval of the City Solicitor; and,

(c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the Treasurer recommend the source of funding for the City's share of services for "Battleridge Subdivision - Phase 3", "Bow Valley Estates" and "Kemp Estates".

Subsequently, discussion ensued on the issue of which Regional department/division was responsible for the particular services provided to the City through the Transport and Environment Committee and the co-ordination of the issues being handled.

Following discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be directed to report back to the Transport and Environment Committee on how the City may be better able to provide co-ordinated services relating to transportation and environment currently provided on the City's behalf by the Region.

5. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1996 April 1

/kcc

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 11
File No. TEC-064-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Park Street North between Vine Street and Cannon Street West - Parking Regulations

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the east side of Park Street North commencing at Vine Street and extending to a point 170 feet south of Cannon Street West be revised such that the regulation commences 50 feet north of Vine Street and extends to a point 158 feet northerly therefrom; and

b) That a "No Stopping" regulation be implemented on the east side of Park Street North commencing at Vine Street and extending to a point 50 feet northerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

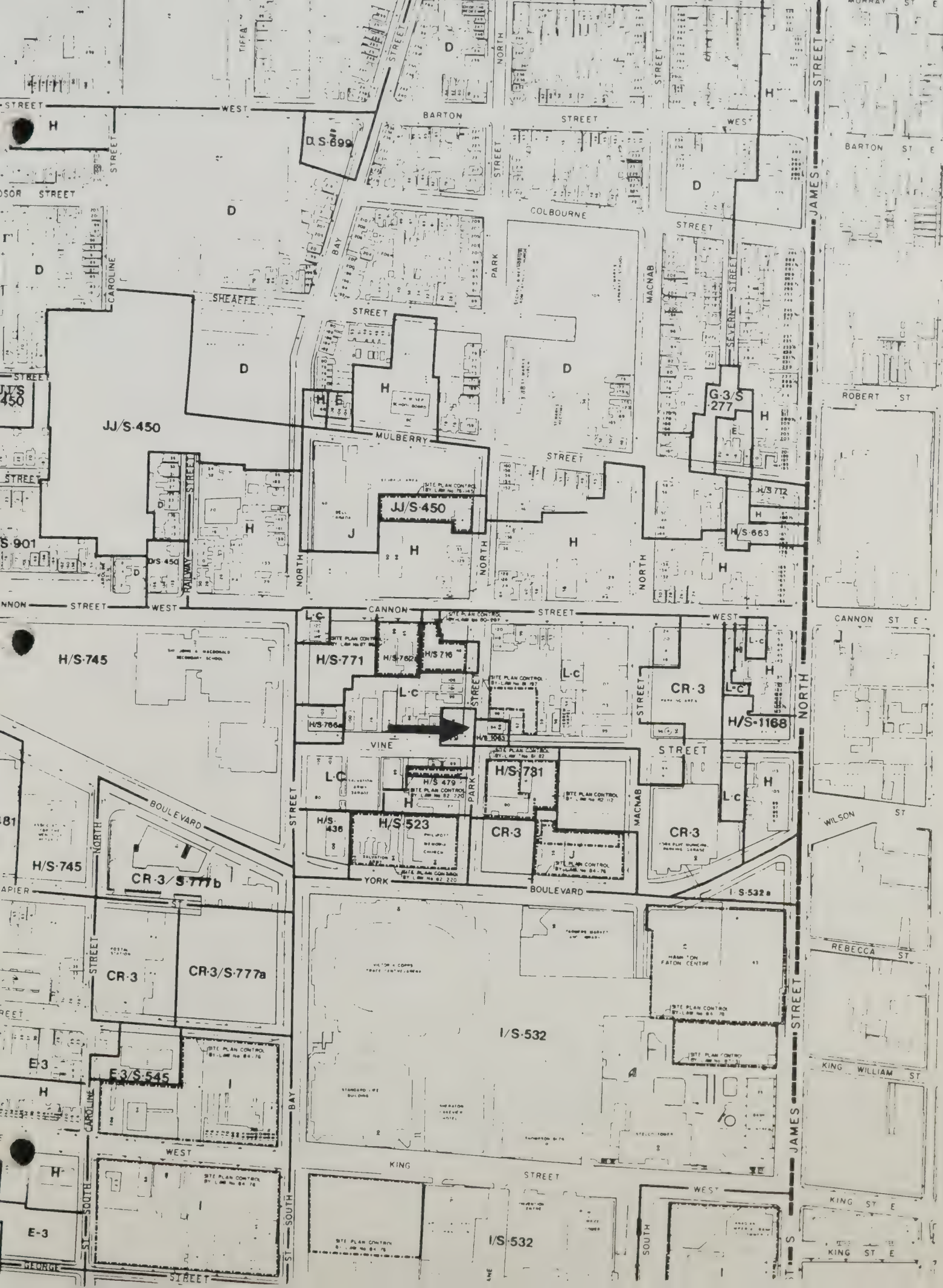
BACKGROUND:

Through the Collision Reduction Program, staff has identified the intersection of Park and Vine as having an extremely high collision rate for a two-way stop intersection. Park operates as a one-way southbound and presently, eastbound and westbound traffic on Vine is required to stop for southbound traffic on Park. Right-angle collisions involving westbound motorists are the

predominant type of collision occurring at this intersection. A recent site investigation has revealed that vehicles parked on the east side of Park are causing a visibility problem for westbound motorists. As one of the collision countermeasures for this problem intersection, staff recommends that a 50 foot corner clearance be implemented on the east side of Park to improve visibility for westbound motorists. The existing "Permit Parking" regulation presently in this area could be relocated further north without effecting the number of parking spaces.

Also, in an effort to reduce the number of collisions at this intersection staff has installed a 30" left hand stop sign and delineators to both stop signs on the east leg.

SH/CVB/MBH/kg


JJ/S-450
H/S-745
H/S-771
H/S-762
H/S-716
H/S-784
H/S-1168
H/S-781
H/S 479
H/S-436
H/S-523
CR-3
CR-3/S-777b
CR-3/S-777a
E-3
E-3/S-545
I/S-532
G-3/S 277
H/S 712
H/S-663
D/S-699
D/S-450
L-C
STREET
WEST
NORTH
SOUTH
BOULEVARD
CANNON
VINE
YORK
KING
BARTON
COLBOURNE
MULBERRY
SHEAFFE
ROBERT
WILSON
REBECCA
KING WILLIAM
JAMES
BAY
CAROLINE
PARK
MACNAB
SEVERN
RAILWAY

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 10
File No. TEC-063-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Catharine Street North between Cannon Street East and Robert Street - Parking Regulations

RECOMMENDATION:

That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Catharine Street North between Cannon Street East and Robert Street and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

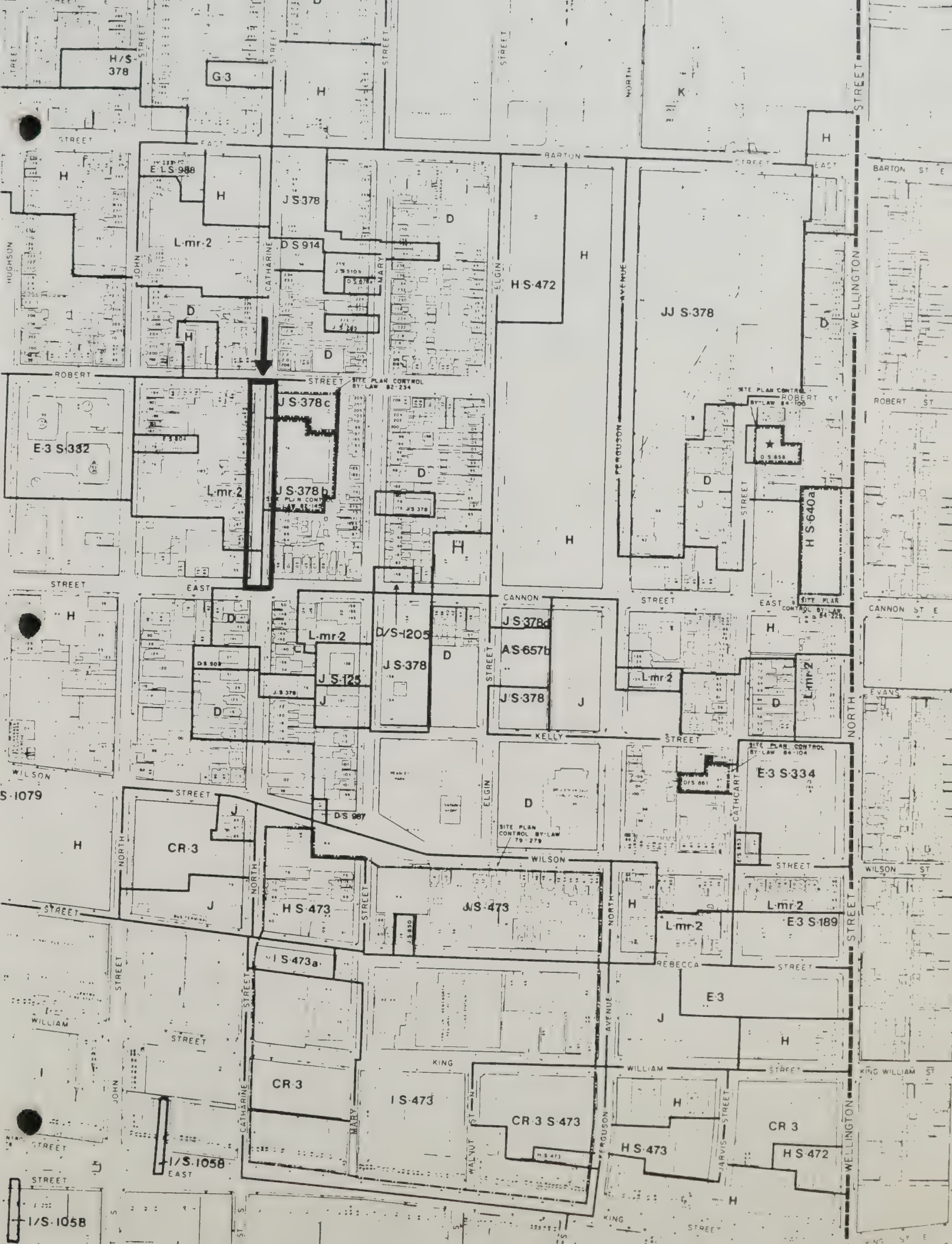
Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 16 of the 21 residential properties abutting Catharine between Cannon and Robert, requesting that a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Fifteen of the 16 residents who signed the petition are in favour of the requested regulation and one resident is opposed.

Catharine has a 30 foot pavement width, and presently, parking is prohibited on the east side from Cannon to approximately mid-block and there is unrestricted parking for the remainder of the east side and on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of the Hamilton Bus Terminal and area businesses. The L.C.B.O. warehouse is located on the east side of Catharine within this block. Staff has contacted Mr. Jerry Kovich, C.S.R., of the L.C.B.O. and has been advised that parking is provided on-site for the employees and that they are in favour of the requested regulation. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 72 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/kg


H/S-378
G-3
H
K
BARTON STREET EAST
BARTON ST E
E-L-S-988
J-S-378
L-mr-2
D-S-914
H-S-472
JJ S-378
ROBERT STREET
SITE PLAN CONTROL BY-LAW 82-234
J-S-378c
E-3 S-332
L-mr-2
J-S-378b
H-S-640a
CANNON STREET EAST
CANNON ST E
D/S-1205
J-S-378d
A-S-657b
J-S-378
J-S-125
L-mr-2
KELLY STREET
EVANS
E-3 S-334
WILSON STREET
S-1079
D-S-987
CR-3
H-S-473
J-S-473
L-mr-2
E-3 S-189
I-S-473a
REBECCA STREET
E-3
WILLIAM STREET
CR-3
I-S-473
CR-3 S-473
H-S-473
CR-3
H-S-472
I/S-1058
I/S-1058
KING STREET
KING WILLIAM ST
WELLINGTON STREET NORTH
CATHERINE STREET
MARY STREET
JOHN STREET
ELGIN STREET
FERGUSON AVENUE
JARVIS STREET
WALNUT ST N
HUGHSON STREET

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 April 24
File No. TEC-76-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of West 32nd Street and Elmwood Avenue - Parking Regulations.

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the north side of Elmwood Avenue, commencing at West 32nd Street and extending to a point 60 feet westerly therefrom; and

b) That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of West 32nd Street commencing at Elmwood Avenue and extending to a point 116 feet northerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

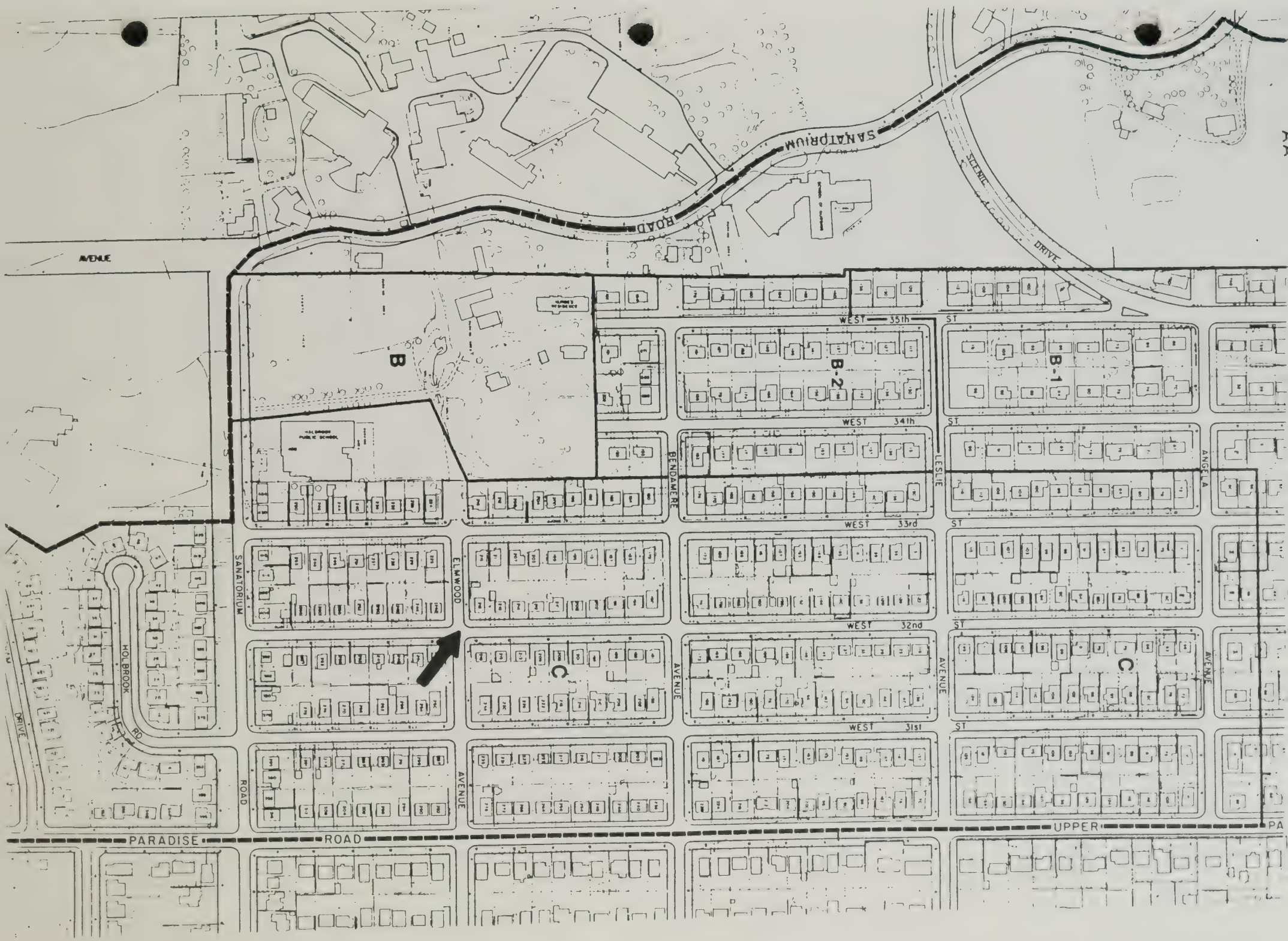
Staff has received a letter from Mr. W. Ross, 216 West 32nd Street, which was also signed by his neighbour, Mr. Robins, 218 West 32nd Street, requesting that a "No Parking 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of West 32nd

directly in front of their homes (the first two homes, north of Elmwood). They are also requesting that a corner clearance be implemented on the north side of Elmwood, west of West 32nd, adjacent to Mr. Robins' home.

West 32nd has a 27 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The two residents have expressed concern regarding turning movements at this intersection as well as long-term non-resident parking in this area by Mohawk College nursing students. Staff has confirmed that parked vehicles on both sides of the street in this area do obstruct turning movements to some degree, and the requested regulation would improve turning movements at least during weekdays when the street is not heavily parked. Therefore, staff concurs with the request.

Staff has also confirmed that parked vehicles on the north side of Elmwood, west of West 32nd, do obstruct visibility to some degree, and therefore, concurs with the request for a corner clearance. The implementation of this corner clearance would result in a loss of two on-street parking spaces. However, since virtually all area residents have available off-street parking, staff do not anticipate any parking difficulties for area residents.

CVB/MH/ca


SANATORIUM ROAD
SCENIC DRIVE
AVENUE
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
B
B-2
B-1
C
C
BENDAMERE AVENUE
LESLIE AVENUE
ANGELA AVENUE
ELMWOOD AVENUE
SANATORIUM ROAD
HOLBROOK RD
DRIVE
PARADISE ROAD
UPPER

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 24
File No. TEC-074-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Graystone Drive between Glenvale Drive and Greyfriar Drive - Parking Regulations

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Graystone Drive between Glenvale Drive and Greyfriar Drive (west leg), such that parking is prohibited:

- on the west side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the east side of the street from the 16th to the last day of April, May June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

L Lett-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

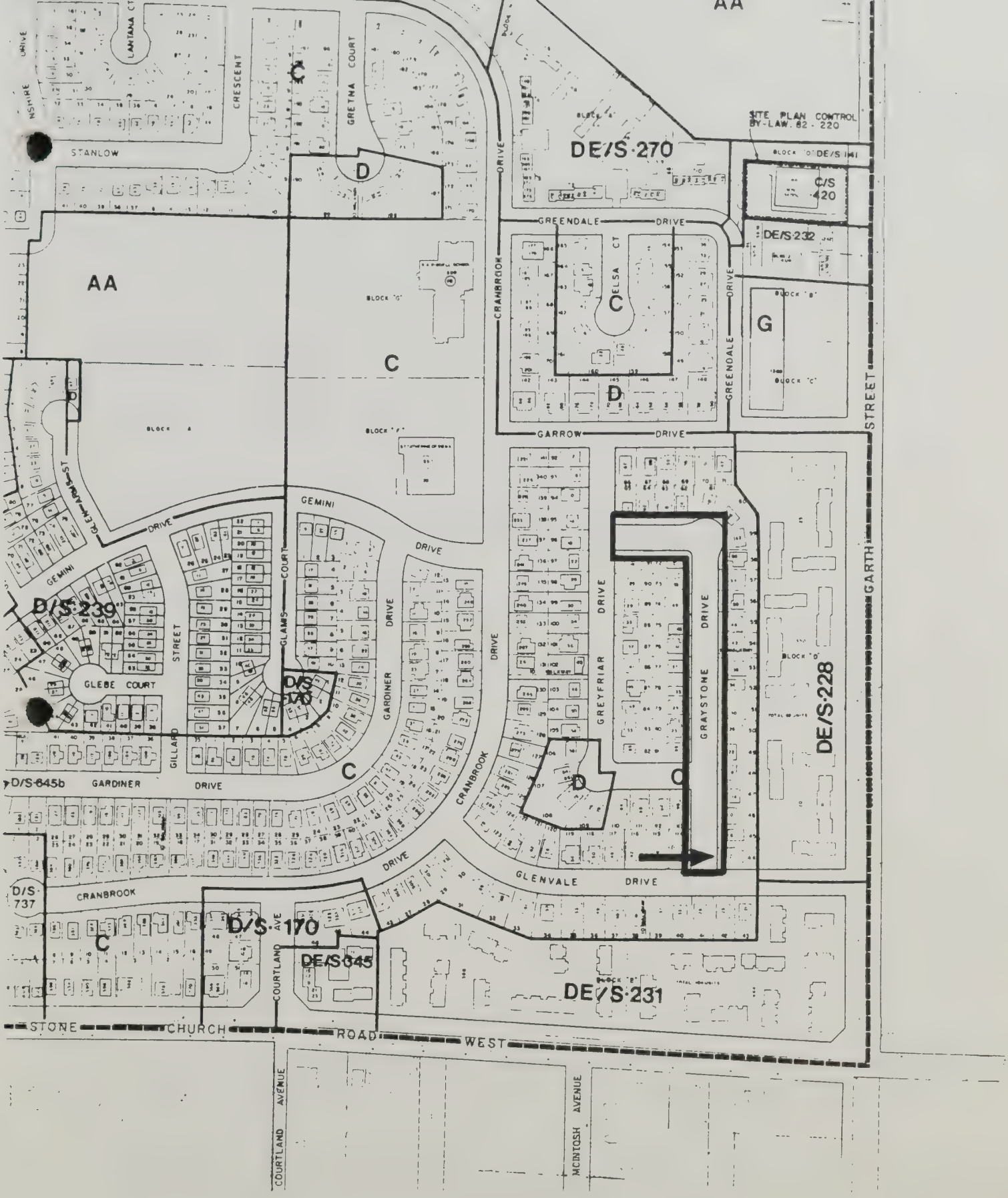
Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 25 of the 35 residential properties abutting Graystone between Glenvale and Greyfriar, requesting that an "Alternate Side Parking" regulation be implemented on the street in this block. Twenty-four of the 25 petitioners are in favour of the requested regulation and one of the petitioners had no opinion.

Graystone has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding parked vehicles on both sides of the street obstructing two-way traffic flow and the difficulty the snow plows have in removing the snow. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal. Also, the implementation of the requested regulation will facilitate street cleaning operations since parking would alternate from side to side and provide a two week period on each side for street cleaning rather than requiring the posting of temporary cardboard signs. Therefore, since 69 percent of the abutting residents support the requested "Alternate Side Parking" regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

SH/CVB/MBH/kg


AA
LANTANA CT
CRESCENT
GRETNA COURT
STANLOW
D
DE/S-270
SITE PLAN CONTROL BY-LAW. 82 - 220
C/S 420
DE/S-232
GREENDALE DRIVE
CRANBROOK DRIVE
ELSA CT
C
G
D
GREENDALE DRIVE
GARROW DRIVE
STREET
GARTH
AA
C
BLOCK "A"
BLOCK "F"
GLENWAYS ST
GEMINI DRIVE
GEMINI
GLAMS COURT
DRIVE
D/S-239
STREET
GLEBE COURT
D/S-170
GILLARD
GARDINER
DRIVE
C
D/S-645b
GARDINER DRIVE
CRANBROOK
DRIVE
GREYFRIAR DRIVE
GRAYSTONE DRIVE
DE/S-228
D
C
GLENVALE DRIVE
D/S-737
CRANBROOK
C
D/S-170
COURTLAND AVE
DE/S-645
DE/S-231
STONE CHURCH ROAD WEST
COURTLAND AVENUE
MCINTOSH AVENUE

2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 April 19
File No. TEC-072-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 99 Hillcrest Avenue - Request to remove a reserved "Permit Parking" space for a Handicapped Resident.

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Hillcrest Avenue, commencing at a point 165 feet west of the extended west curb line of Beulah Avenue and extending to a point 20 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

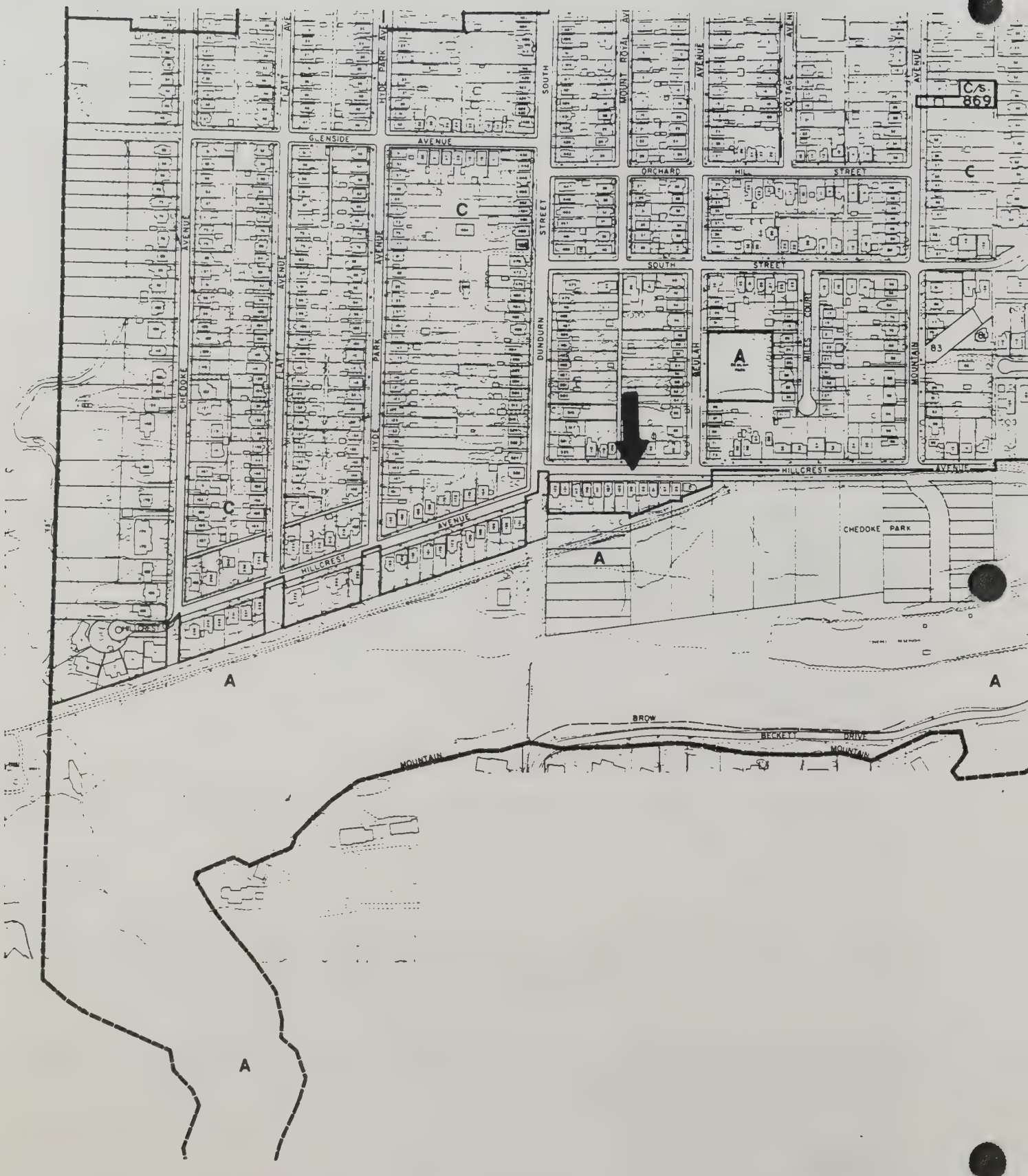
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Annie Hazel Kirkwood, 99 Hillcrest Avenue, that the existing reserved "Permit Parking" space on the south side of Hillcrest, directly in front of her home be removed since she will be moving at the end of April.

Staff has reviewed this matter and concurs with the request. The removal of the subject "Permit Parking" regulation would restore one parking space which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MH/ca


C/S 869
GLENSIDE AVENUE
ORCHARD STREET
SOUTH STREET
HILLCREST AVENUE
CHEDOKE PARK
BROW MOUNTAIN
BECKETT DRIVE
MOUNTAIN
A
C

2(B)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 19
File No. TEC-073-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 79 William Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of William Street commencing at a point 28 feet south of Birge Street and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Kaiser Chimbo, 79 William Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Kaiser Chimbo, 79 William Street, that a reserved "Permit Parking" space be designated on the west side of William Street in front of his home since he is disabled.

William has a 22 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mr. Chimbo has advised that he requires the space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on his side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Chimbo possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg

NATIONAL
RAILWAY
SHAW ST
ROSEMARY
TERRA
BIRGE STREET
A
J/S-404
H/S 940
D/S 1036
D/S 437a
D/S 972a
G-3
H/S-1146
H/S-500
H
D
NORTH
OAK
AVENUE
STREET
ST. MATTHEWS AVENUE
CHEEVER
WILLIAM
EAST
H/S-873
H/S 963
HH/S-1191
E
E/S-881a
D/S 881a
EMERALD
WRIGHT AVENUE
SMITH
CLYDE
LEEMING
D/S 672
D/S 672a
E
H/S-126
EVANS ST.
D/S 507
J/S-404
DE-3
75
S-961
CENTURY
D/S 735
WILSON
HUNTSLEY ST
ADAMS ST

2 (B)(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 26
File No. TEC-081-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Landsdowne Avenue between Sherman Avenue North and Lottridge Street - Parking Regulations

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Landsdowne Avenue between Sherman Avenue North and Lottridge Street be revised such that the regulation commences at Sherman Avenue North and extends to a point 578 feet easterly therefrom; and

b) That a "No Stopping" regulation be implemented on the south side of Landsdowne Avenue commencing at a point 578 feet east of Sherman Avenue North and extending to a point 107 feet easterly therefrom; and

c) That a "No Stopping" regulation be implemented on the south side of Landsdowne Avenue commencing at a point 232 feet west of Lottridge Street and extending to a point 99 feet westerly therefrom; and

d) That a "No Stopping" regulation be implemented on the south side of Landsdowne Avenue commencing at Lottridge Street and extending to a point 58 feet westerly therefrom; and

e) That the City Traffic By-law 89-72 be amended accordingly.

L. H. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

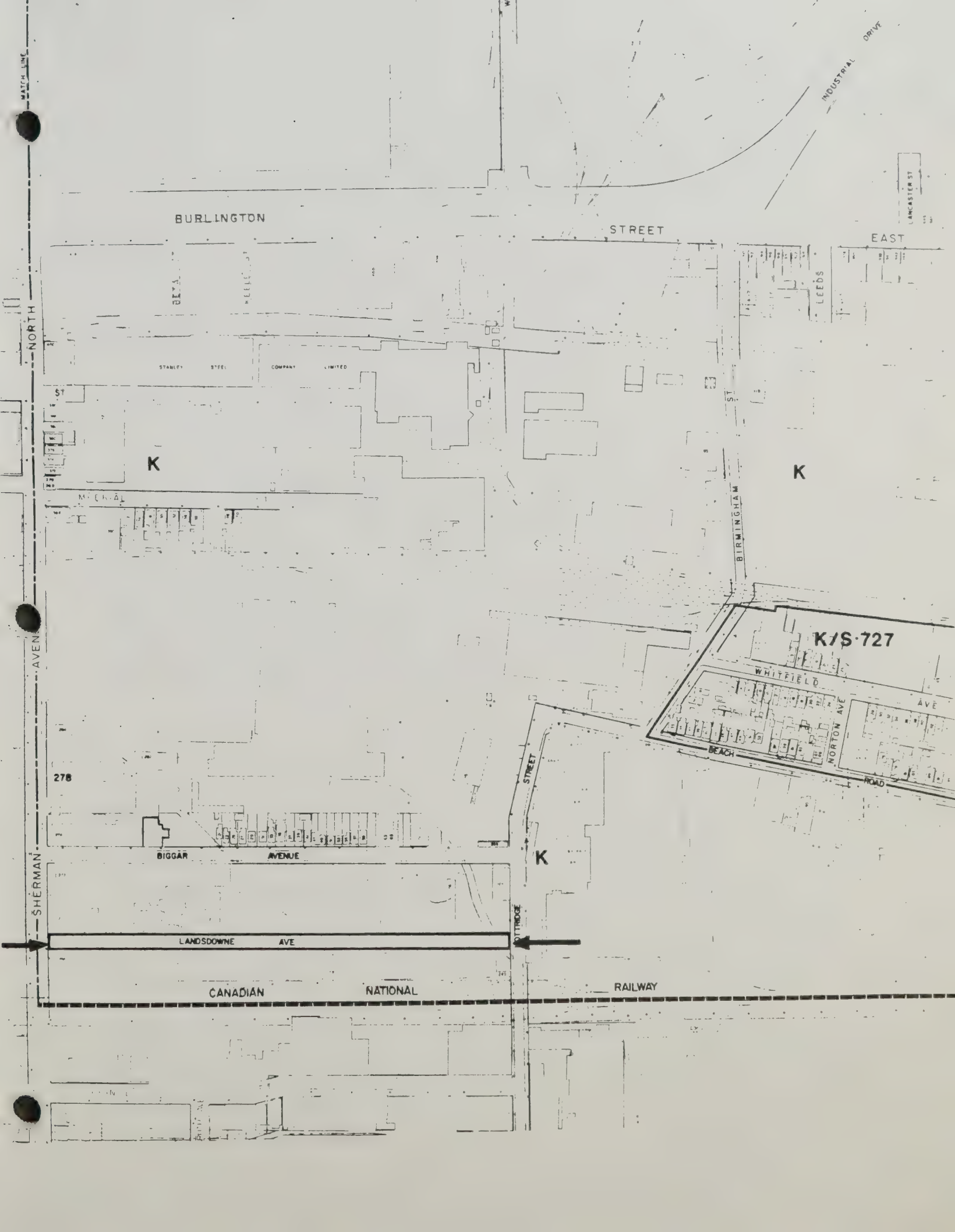
BACKGROUND:

Staff has received a letter from Mr. Dave Oswald, Brink's Canada Limited, 75 Landsdowne Avenue, and petition signed by representatives of five other industrial businesses abutting Landsdowne between Sherman and Lottridge requesting that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Landsdowne in the section of road between the east and west access ramps to Laidlaw Waste Systems be removed to allow unrestricted parking in this area.

Presently, there is a "No Parking" regulation on the north side of the street and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side as well as a "No Parking" regulation at the west end of the block.

The removal of the time limit regulation in the area between the two driveways would restore approximately 16 unrestricted parking spaces which could be utilized by customers and employees of the abutting businesses. A 30 foot driveway clearance on either side of both driveways would be implemented to facilitate the turning movements of trucks accessing the Laidlaw Waste Systems facility. Mel Smith of Laidlaw Waste Systems Ltd., 245 Lottridge Street, has signed the petition in favour of removing the time limit regulation. Therefore, since the abutting businesses are in favour of removing the time limit regulation, staff concur with the request.

SH/CVB/MBH/kg


MATCH LINE
INDUSTRIAL DRIVE
BURLINGTON
STREET
EAST
LEEDS
LANCASTER ST
BETA
NELLES
NORTH
STANLEY STEEL COMPANY LIMITED
ST
K
K
K
K/S-727
BIRMINGHAM
WHITFIELD
AVE
NORTON AVE
BEACH
ROAD
278
STREET
BIGGAR
AVENUE
SHERMAN
AVEN
LANDSDOWNE AVE
OTTRIDGE
CANADIAN NATIONAL RAILWAY

2(B)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 25
File No. TEC-078-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 345 Tragina Avenue North - Request to modify the hours of the existing Wheelchair Loading Zone

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 23 feet southerly therefrom, be revised, such that the regulation is in effect from "9:00 a.m. to 10:00 p.m., Monday to Friday" and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of revising the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Hebbard, No. 345 Tragina Avenue North, that the existing "Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Tragina, south of Vansitmart, be revised such that the regulation is in effect until 10:00 p.m. as she presently requires the use of Darts buses in the evening.

Since virtually all residents in this area have available off-street parking and since this space would be available for parking after 10:00 p.m. on weekdays and all day on weekends, staff does not anticipate any significant change to the existing parking conditions. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


KENILWORTH AVENUE NORTH
KENILWORTH AVENUE
STRATHEARNE AVENUE
CANNON STREET EAST
BARTON STREET
HARMONY AVENUE
DIVISION STREET
TRAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
ARCHIBALD STREET
COPE STREET
G·3
H/S·837
H/S·837

2(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 April 24
File No. TEC-77-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North and East Sides of Chedmac Drive - Parking Regulations.

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north and east sides of Chedmac Drive commencing at Rice Avenue and extending to the northerly end of the street and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1996 operating budget to cover the cost of removing the unapproved signs and manufacturing, erecting and maintaining the required signs.

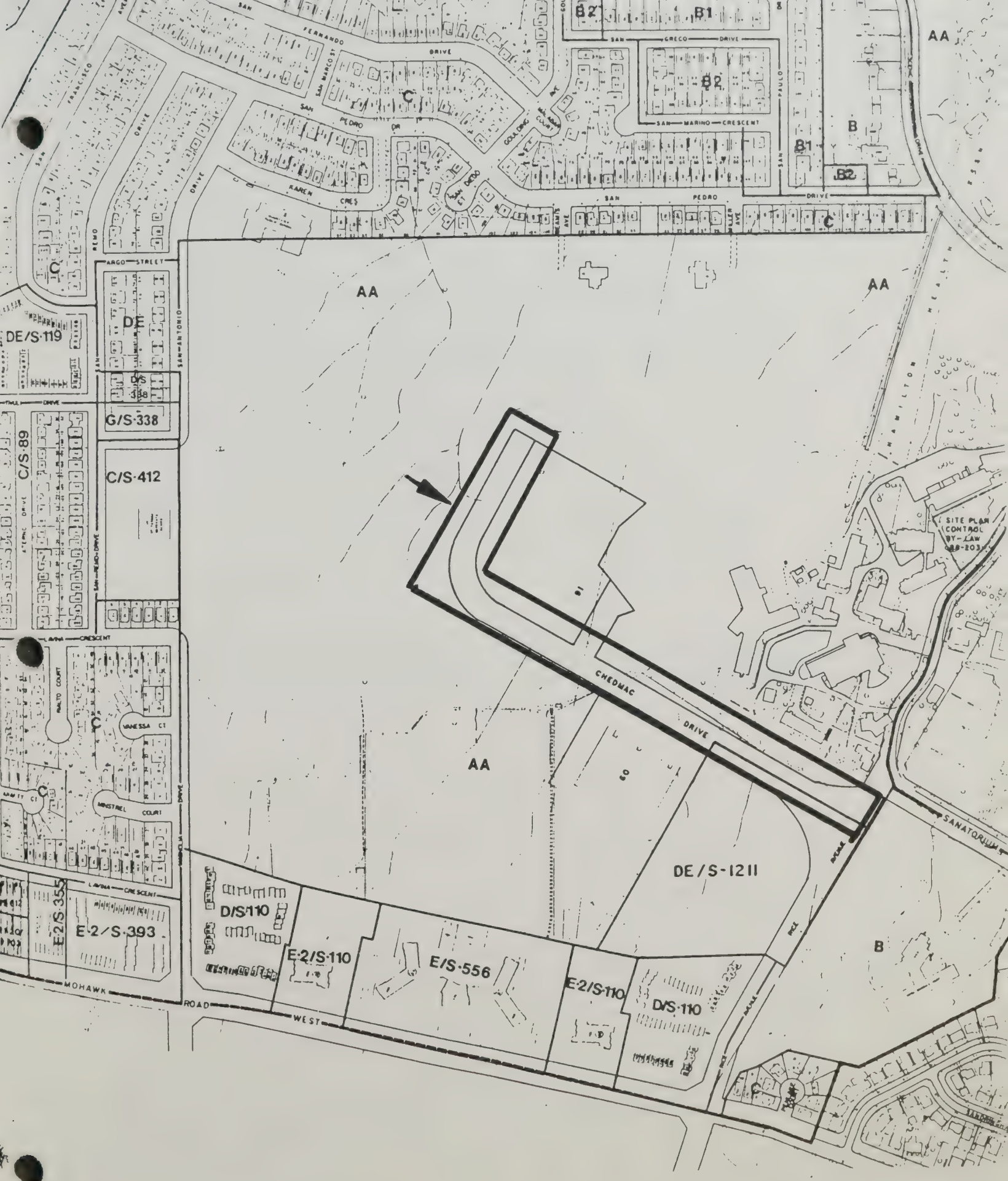
BACKGROUND:

The Transport and Environment Committee, at its meeting held 1995 February 6, tabled a report regarding parking regulations on Chedmac Drive for further review as a result of concerns about the overflow of parking during special events.

There are existing "No Parking" signs on both sides of Chedmac Drive between Rice Avenue and the northerly end of Chedmac, which were erected by Chedoke Hospital when Chedmac was a private road. Chedmac has a 28 foot pavement width and is now a City street. A representative of the Culture and Recreation Department has advised that they would prefer a "No Parking" regulation on one side of the street only, in order to provide a relief for the

overflow of parking during special events at the twin pad arena and this would be consistent with the signing for a 28 foot wide street. Therefore, staff recommends that parking be prohibited on the north and east sides and that unrestricted parking be allowed on the south and west sides of the street.

CVB/MH/ca


AA
B2
B1
B
C
DE
DE/S-119
D/S 338
G/S-338
C/S-89
C/S-412
SITE PLAN CONTROL BY-LAW 88-203
CHEDMAC DRIVE
DE/S-1211
D/S-110
E-2/S-110
E/S-556
E-2/S-110
D/S-110
E-2/S-393
E-2/S-355
MOHAWK ROAD WEST
SANATORIUM

2(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 26
File No. TEC-082-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 203 Jackson Street East - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Jackson Street East commencing at a point 201 feet east of Ferguson Avenue South and extending to a point 20 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

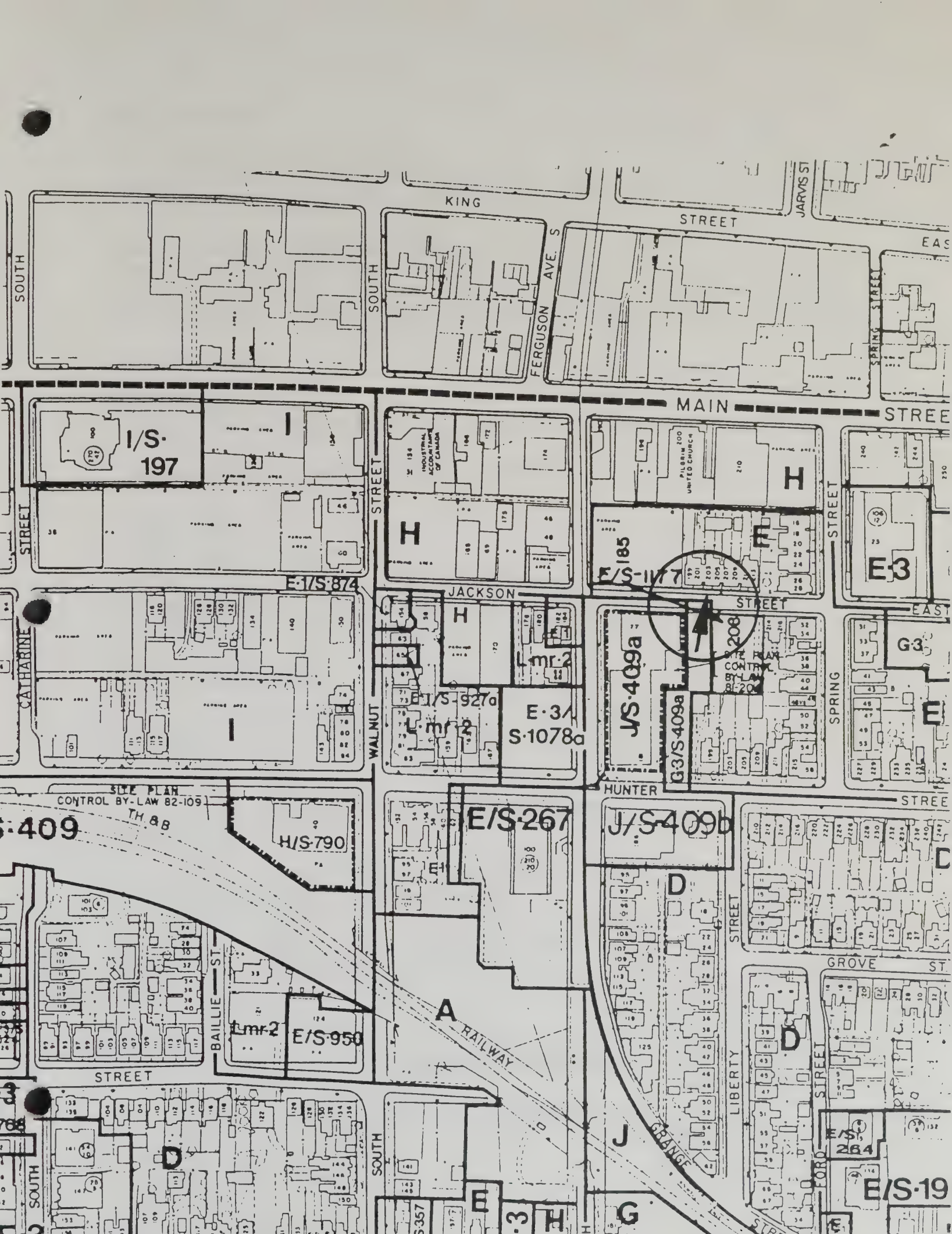
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Hill, 203 Jackson Street East, that the existing "Permit Parking" regulation on the north side of Jackson in front of her home be removed since her husband is no longer able to drive and does not require that a space be designated for him. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one parking space to the north side of the street which would be controlled by the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation.

SH/CVB/MBH/kg


KING
STREET
JARVIS ST
SOUTH
FERGUSON AVE. S
SPRING STREET
MAIN
STREET
I/S-197
I
H
E3
E/S-185
E/S-1177
E-1/S-874
JACKSON
STREET
CATHARINE
WALNUT
mr-2
E-1/S-927a
E-3
S-1078a
J/S-409a
G3/S-409a
SITE PLAN CONTROL BY-LAW 81-208
SPRING
G-3
HUNTER
SITE PLAN CONTROL BY-LAW 82-109
TH & B
H/S-790
E/S-267
J/S-409b
D
E-1
GROVE
BAILLIE ST
mr-2
E/S-950
A
RAILWAY
LIBERTY
GRANGE
J
E/S-264
E/S-19
E
H
G

2(B)(i)(k)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 April 26
File No. TEC-080-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South Side of Hunter Street East between James and John Streets - Parking Regulations adjacent to the Go Station.

RECOMMENDATION:

a) That the existing "Commercial Vehicle Loading Zone, 24 hours a day, 7 days a week" regulation on the south side of Hunter Street East commencing 208 feet east of James Street South and extending to a point 68 feet easterly therefrom be removed; and

b) That the existing "Taxi Stand, 24 hours a day, 7 days a week" regulation on the south side of Hunter Street East commencing 132 feet east of James Street South and extending to a point 75 feet easterly therefrom be relocated, such that the regulation commences 59 feet west of John Street South and extends to a point 81 feet westerly therefrom; and

c) That the existing "No Parking - Loading Zone, 24 hours a day, 7 days a week" regulation on the south side of Hunter Street East, commencing 65 feet west of John Street South and extending to a point 196 feet westerly therefrom be shortened, such that the regulation commences 140 feet west of John Street South and extends to a point 118 feet westerly therefrom; and

d) That a "No Parking - Loading Zone, 24 hours a day, 7 days a week" regulation be implemented on the south side of Hunter Street East commencing at a point 132 feet east of James Street South and extending to a point 144 feet easterly therefrom; and

e) That the City Traffic By-law 89-72 be amended accordingly.

C. Luth. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Drury has advised of a request from a representative of the taxi industry, that the existing taxi stand on the south side of Hunter west of the main doors to the Go Station, be relocated to the east side of the main doors. Presently, passengers coming out of the Go Station would take the first available taxi but this would be the last taxi to pull in to the taxi stand and the taxis that were there first would lose out on a fare.

Relocating the subject taxi stand to the east side of the main doors would allow the first taxi in line to "get the first fare". Staff recently contacted Bob Boyle of Go Transit and he advised that he supports this proposal. Therefore, staff concurs with the request and Alderman Drury has also advised that he supports the recommendation. Also, Mr. Boyle confirmed that the existing commercial vehicle loading zone could be removed since loading and unloading of commercial vehicles can occur off-street. The removal of this commercial vehicle loading zone would provide an additional three loading spaces for passenger vehicles.

CVB/MH/ca

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 15
File No. TEC-066-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Garth Street and Glenvale Drive - Corner Clearance

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the south side of Glenvale Drive commencing at Garth Street and extending to a point 46 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

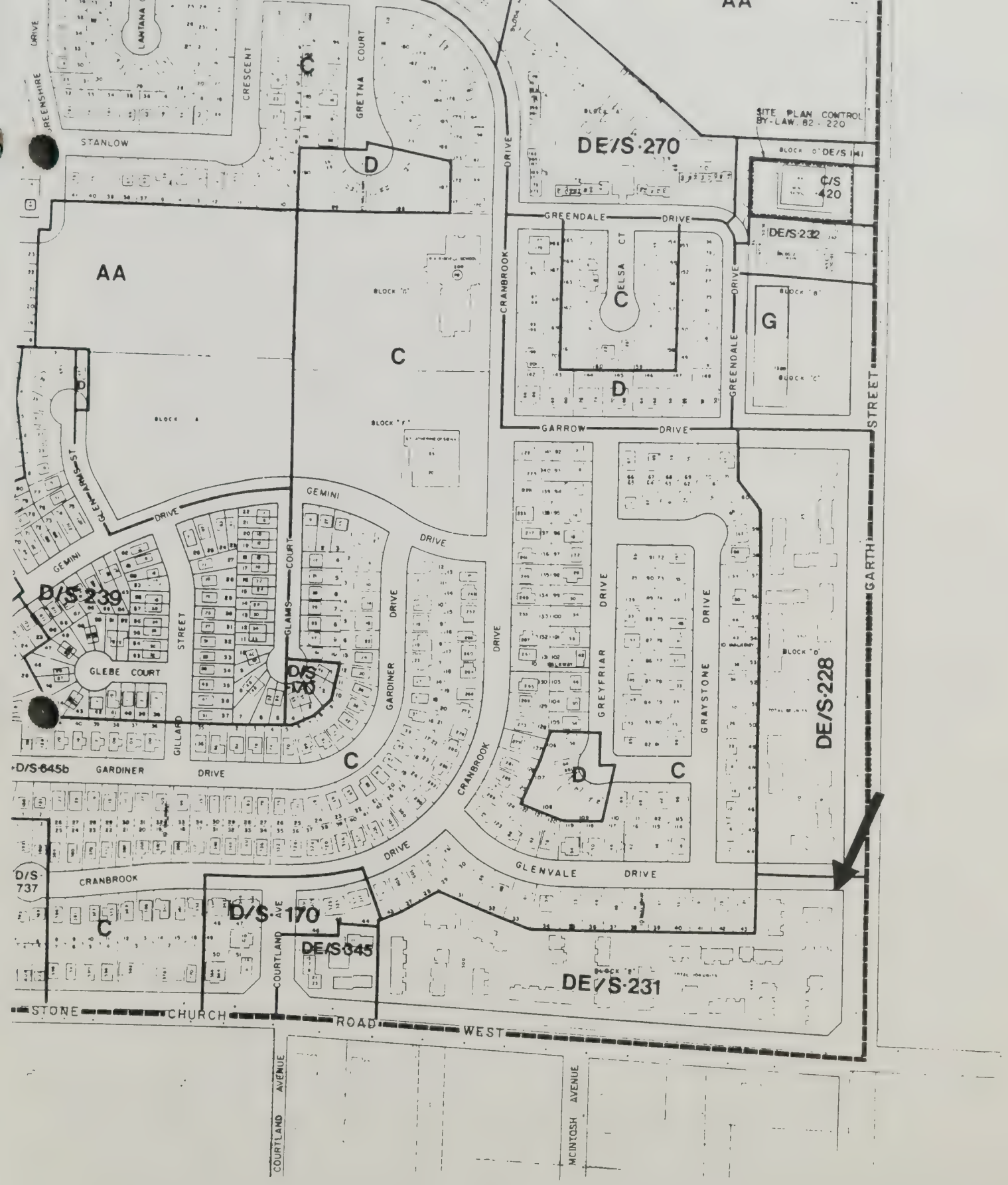
BACKGROUND:

As a result of a public meeting on April 3, 1996, at St. Catharine of Siena, 20 Gemini Drive, staff has received a request from area residents, that a corner clearance be implemented on the south side of Glenvale, west of Garth to facilitate turning movements at the intersection.

Glenvale has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the south side of the street in this area. Due to the narrow pavement width, staff agrees that it would be appropriate to implement a corner clearance to facilitate turning movements.

The implementation of the requested regulation would result in a loss of only one on-street parking space. A 60 to 75 foot corner clearance would be appropriate for this situation, however, since this area is heavily parked, staff is of the opinion that a 46 foot corner clearance is a reasonable compromise between public safety and the demand for on-street parking. Therefore, staff concurs with this request.

SH/CVB/MBH/kg


AA
SITE PLAN CONTROL BY-LAW 82-220
DE/S-270
DE/S-141
C/S 420
DE/S-232
STANLOW
GRETNA COURT
CRESCENT
GREENDALE DRIVE
CRANBROOK DRIVE
ELSA CT
GARROW DRIVE
GREENDALE DRIVE
STREET
GEMINI DRIVE
GLENAWN ST
GLAMS COURT
GARDINER DRIVE
CRANBROOK DRIVE
GREYFRIAR DRIVE
GRAYSTONE DRIVE
GARTH
D/S-239
GLEBE COURT
STREET
D/S 170
GILLARD
D/S-645b
GARDINER DRIVE
CRANBROOK DRIVE
GLENVALE DRIVE
DE/S-228
D/S 737
CRANBROOK
D/S-170
COURTLAND AVE
DE/S-645
DE/S-231
STONE CHURCH ROAD WEST
COURTLAND AVENUE
MCINTOSH AVENUE

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 April 17
File No. TEC-68-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Glassco Avenue North and Melvin Avenue - Corner Clearance.

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Glassco Avenue North commencing at Melvin Avenue and extending to a point 116 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

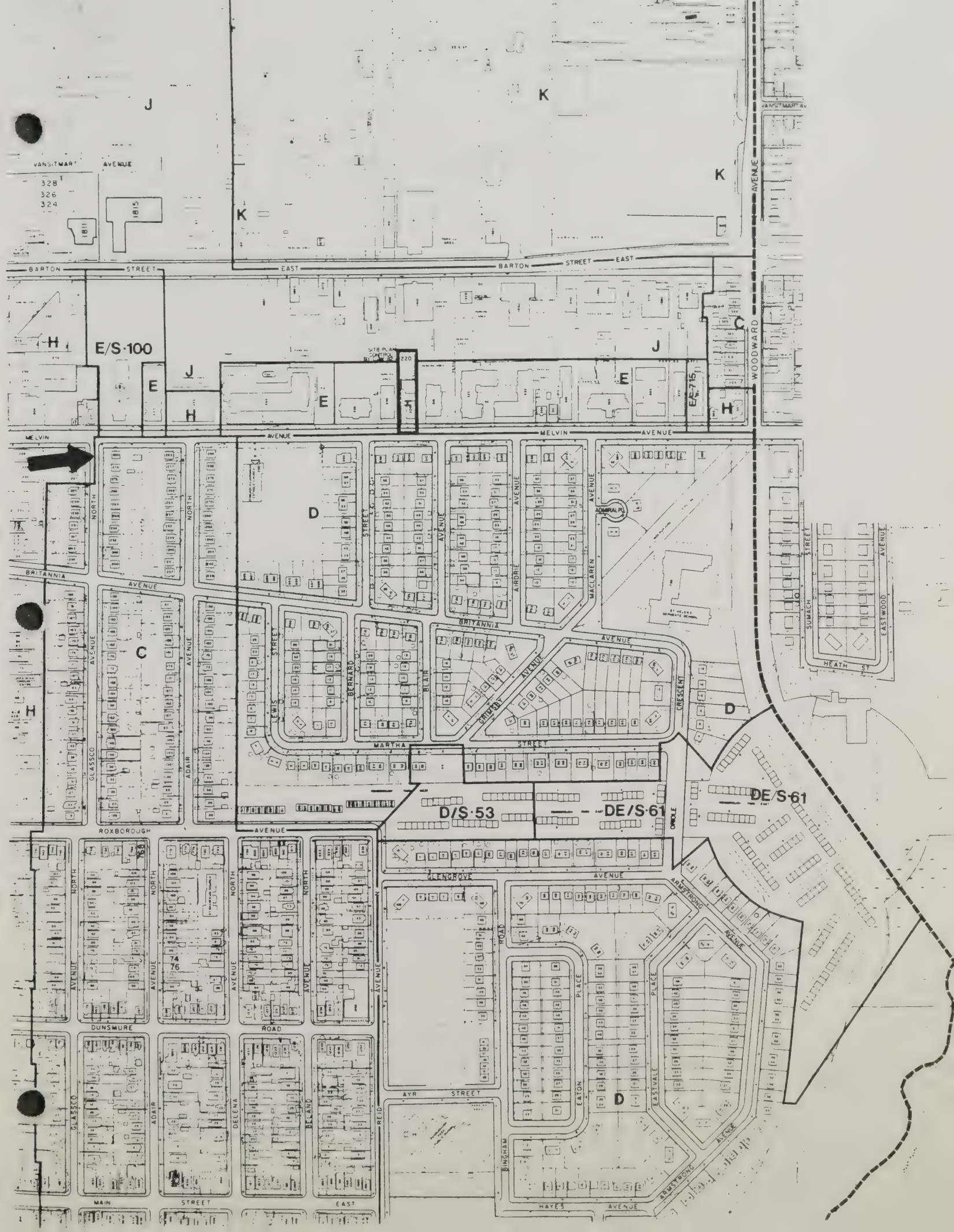
BACKGROUND:

Alderman Dave Wilson has advised of a request from Mr. & Mrs. Lang, 280 Glassco Avenue North, that a corner clearance be implemented on the east side of Glassco, south of Melvin in order to facilitate turning movements at this intersection.

Glassco has a 28 foot pavement width, and presently, there is an existing "Alternate Side Parking" regulation on the street in this area. An investigation has revealed that parked vehicles on the east side of the street, immediately south of Melvin do obstruct turning movements to some degree. Therefore, staff concurs with the request.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space directly in front of Mr. and Mrs. Lang's property. However, since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MH/ca


BARTON STREET EAST
WOODWARD AVENUE
MELVIN AVENUE
E/S-100
D/S-53
DE/S-61
DE/S-61
BRITANNIA AVENUE
ROXBOROUGH AVENUE
GLENGROVE AVENUE
DUNSMURE ROAD
AYR STREET
HAYES AVENUE
ARMSTRONG AVENUE
MAIN STREET EAST
VANSITMART AVENUE
HEATH ST
MARTHA STREET
ADMIRAL PL
CRESCENT
GLASSCO
ADAIR
BERNARD
BLAIR
LEWIS STREET
MACLAREN AVENUE
AIRDRIE AVENUE
SUMACH STREET
EASTWOOD AVENUE
EATON PLACE
EASTVALE PLACE
REID AVENUE
BINGHAM
DELENA
BERAND
NORTH AVENUE
ORDLE
CRUISER AVENUE

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 26
File No. TEC-079-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Crockett Street and East 27th Street - Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Crockett Street and East 27th Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Terry Anderson forwarded a petition signed by 27 residents representing 18 area homes requesting that four-way stop control be implemented at the intersection of Crockett and East 27th. Alderman Merling has also been dealing with staff regarding this matter for several years, particularly about speeding and traffic flow on this section of the street.

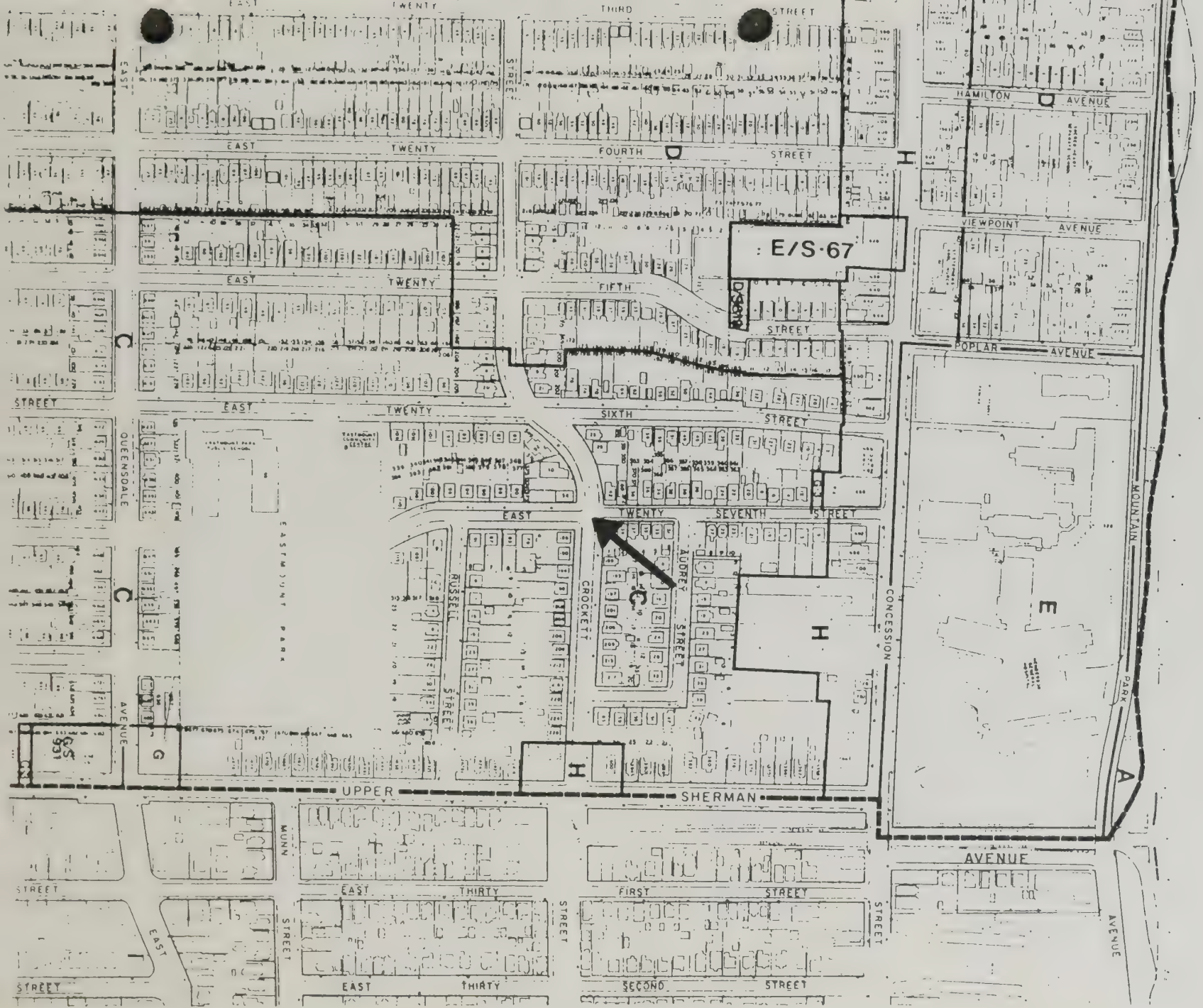
The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on East 27th is required to stop for eastbound and westbound traffic on Crockett. This is a unique intersection, in that, the east leg of Crockett is one-way westbound and the west leg of Crockett, west of East 27th, is a two-way street.

Staff met with the representatives of "The Concerned Citizens of Crockett Street" to discuss their concerns with respect to the operation of this intersection. The representatives expressed concern that some motorists seem confused with the operation of the intersection and the one-way designation of the east leg of Crockett and that westbound motorists on Crockett are continuing to use the two-way section of Crockett, west of East 27th, as one-way, (ie. driving down the centre of the road).

Casual observations of this intersection revealed that eastbound motorists are treating this intersection as an all-way stop. Also, visibility at this intersection for northbound motorists is somewhat hindered by the vertical alignment of Crockett from East 26th to East 27th. There have been no reported collisions at this intersection in recent years. However, due to the unusual intersection configuration and motorists behaviour at this intersection, staff concurs with the request for an all-way stop.

Also, in an effort to reduce some of the confusion at this intersection, staff has revised the signs advising westbound motorists of two-way traffic on Crockett and has relocated the existing "One-way" and "Do Not Enter" signs on East 27th and Crockett respectively.

SH/CVB/MBH/kg


E/S-67
EAST TWENTY STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
TWENTY SEVENTH STREET
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
MOUNTAIN ACCESS
SHERMAN
QUEENSDALE AVENUE
EASTMOUNT PARK
RUSSELL STREET
CROCKETT STREET
AUDREY STREET
CONCESSION
PARK AVENUE
MUNN AVENUE
EAST THIRTY STREET
FIRST STREET
SECOND STREET
NEVANT

2(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 24
File No. TEC-075-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of San Fernando Drive and San Marco Street and San Pedro Drive and San Marco Street - Intersection Control

RECOMMENDATION:

a) That northbound traffic on San Marco Street be required to stop for eastbound and westbound traffic on San Fernando Drive; and

b) That southbound traffic on San Marco Street be required to stop for eastbound and westbound traffic on San Pedro Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

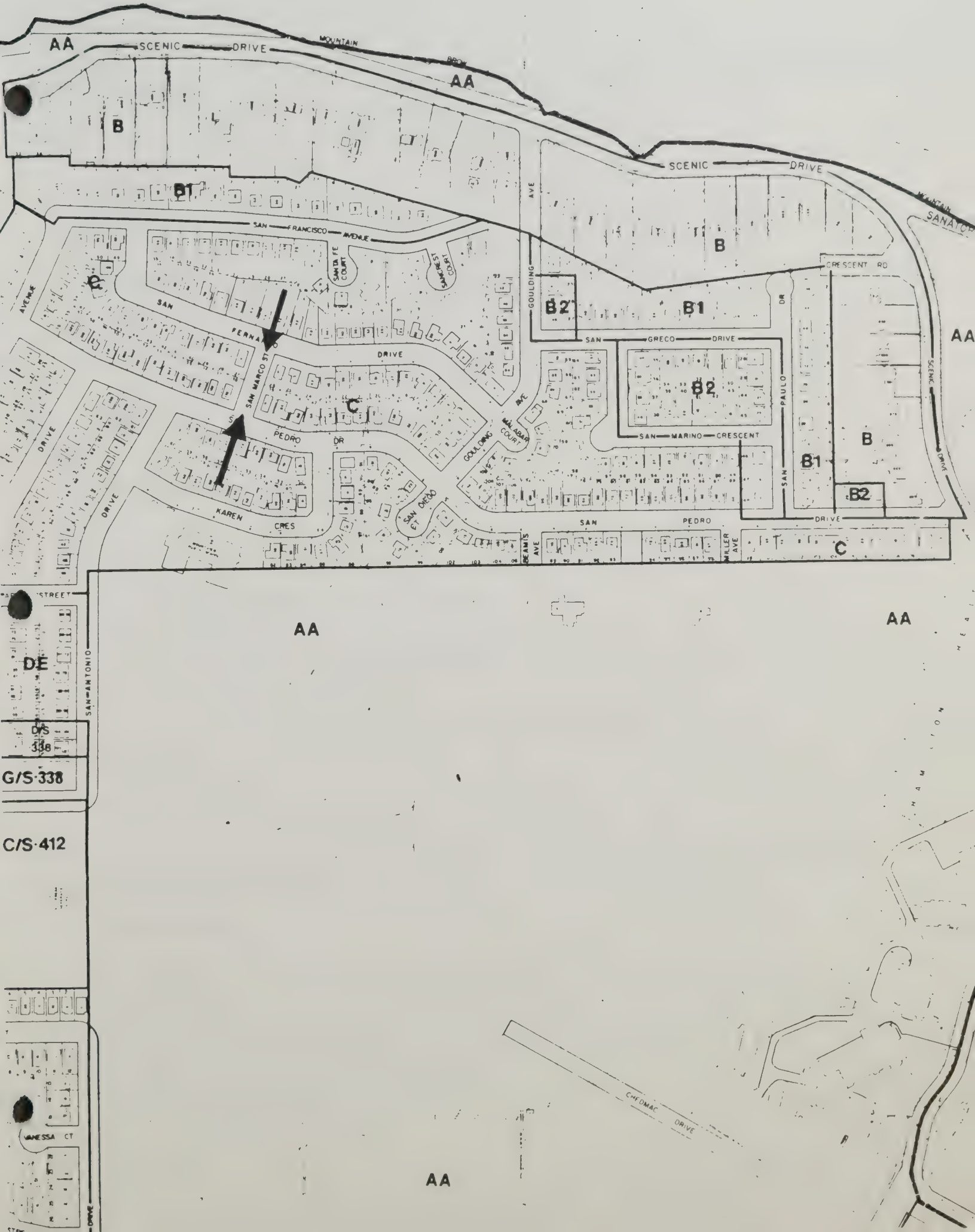
Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Cathy Clare, 65 San Fernando Drive, that stop control be implemented at the intersections of San Fernando and San Marco and San Pedro and San Marco.

Both intersections are "T" type intersections, and presently, there are no intersection control signs at either location. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound and southbound traffic on San Marco be required to stop for eastbound and westbound traffic on San Fernando and on San Pedro respectively.

SH/CVB/MBH/kg


AA
SCENIC DRIVE
MOUNTAIN
AA
B
B1
SAN FRANCISCO AVENUE
SANTA FE COURT
SANCREST COURT
SCENIC DRIVE
B
GOULDING AVE
B2
B1
CRESCENT RD
SAN GRECO DRIVE
B2
PAULO DR
SAN MARINO CRESCENT
B
B1
B2
SAN PEDRO DRIVE
C
AA
SAN MARCO ST
SAN PEDRO DR
GOULDING AVE
MALABAR COURT
KAREN CRES
SAN DIEGO
DEANS AVE
MILLER AVE
C
AA
AA
DE
SAN ANTONIO
D/S 338
G/S-338
C/S-412
VANESSA CT
CHEDMAC DRIVE
AA

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 March 25
File No. TEC-057-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Delaware Bus Route - Bus Stop Installation

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be installed:

Route #5 Delaware

Add - Eastbound - Whitney Avenue, south side, 548 feet east of the east curb line of Rifle Range Road (M/B); and

b) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

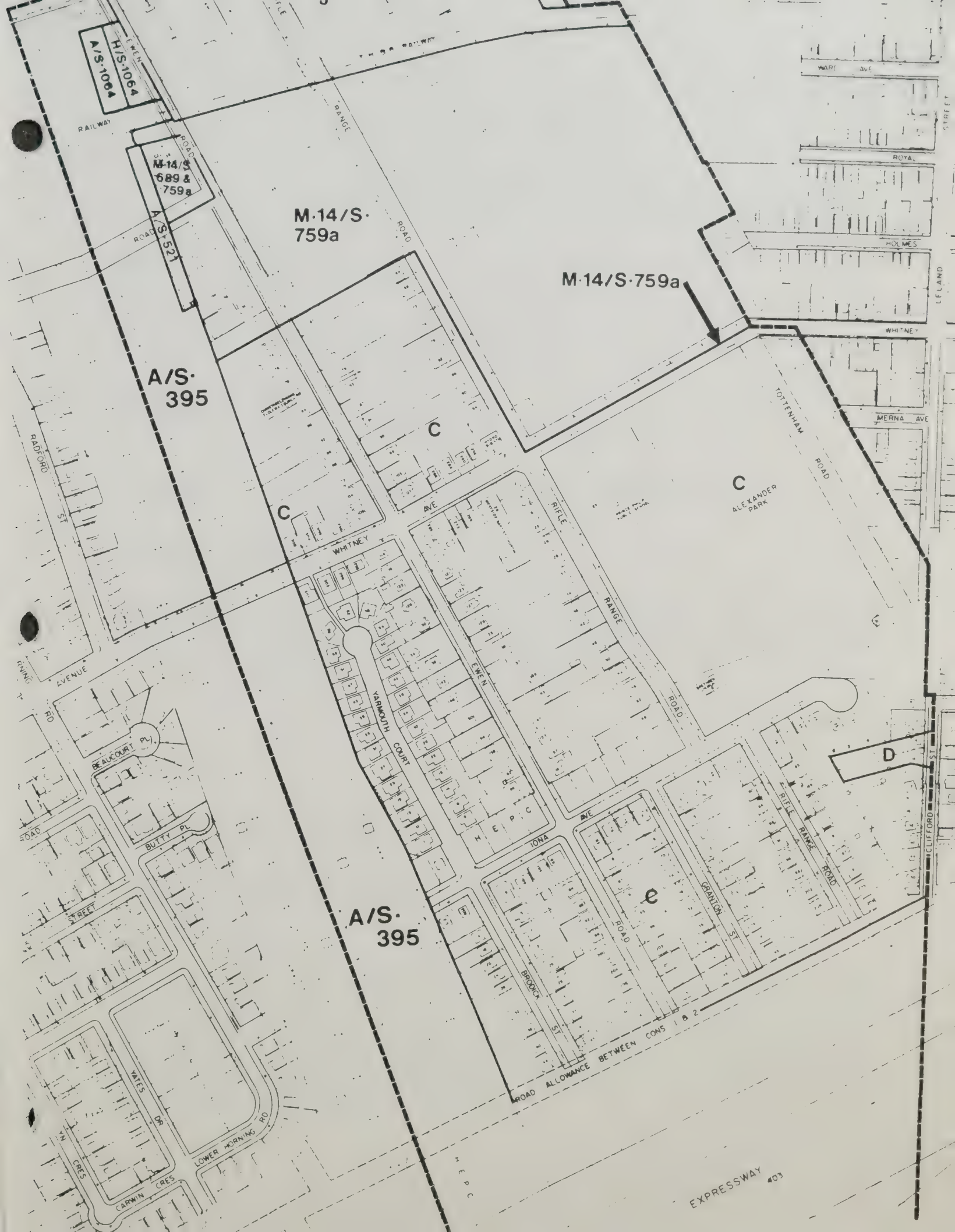
Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway Company has requested permission to install an additional bus stop on the south side of Whitney Avenue adjacent to Alexander Park. This request is the result of a suggestion from Mrs. Castura, Vice Principal of Saint Mary's Secondary School, that a stop be installed on the south side of Whitney across from the entrance to the school in order to reduce the noise and litter generated by students using the previous bus stop on Whitney west of Rifle Range Road. The Hamilton Street Railway has advised that there will be no loss of route coverage and no significant impact on stop to stop distances.

Apparently, Hamilton Street Railway staff installed this stop on a trial basis six months ago and during this time, no problems were identified by their staff. Staff finds it satisfactory from a traffic point of view. There would be a loss of five on-street parking spaces which are presently available only in the evening and all day Sunday as this area is signed with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation. A brief observation of other area streets indicated that they are not heavily parked. Therefore, no parking problems would be anticipated.

SH/CVB/MBH/kg


M·14/S·759a
M·14/S·759a
A/S·395
A/S·395
H/S·1064
A/S·1064
M·14/S·689 & 759a
A/S·521
C
C
C
D
e
ALEXANDER PARK
RADFORD ST
AVENUE
RING RD
BEAUCOURT PL
BUTTY PL
STREET
YATES DR
LOWER HORNING RD
CRES
CARWIN CRES
WHITNEY AVE
YARMOUTH COURT
EWEN
RIFLE RANGE ROAD
IONA AVE
BROOCK ST
GRANTON ST
CLIFFORD ST
TOTTENHAM ROAD
MERNA AVE
WHITNEY
HOLMES
LELAND STREET
ROYAL
WARE AVE
ROAD ALLOWANCE BETWEEN CONS 1 & 2
H E P C
EXPRESSWAY 401
T H & B RAILWAY
RAILWAY

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 15
File No. TEC-070-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Harrisford Street adjacent to St. Luke School

RECOMMENDATION:

That a "School Bus Loading Zone, 11:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on the east side of Harrisford Street commencing at a point 165 feet south of the south curb line of Albright Road and extending 36 feet southerly and the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of St. Luke School has requested that a School Bus Loading Zone be provided on Harrisford Street to service one mini-bus at the school. The school currently has no on-street school bus loading facilities. The Principal has requested that provision be made on Harrisford Street for one bus during the lunch hours only to service students of Junior Kindergarten who attend only for one half day. The placement of a School Bus Loading Zone at the entrance to the school will reduce the possibility of misplacing a child or causing confusion to the students.

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 15
File No. TEC-069-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Smith Avenue adjacent to St. Brigid School

RECOMMENDATION:

That a "School Bus Loading Zone, 11:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on the east side of Smith Avenue commencing at a point 218 feet north of the north curb line of Cannon Street East and extending 25 feet northerly and the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

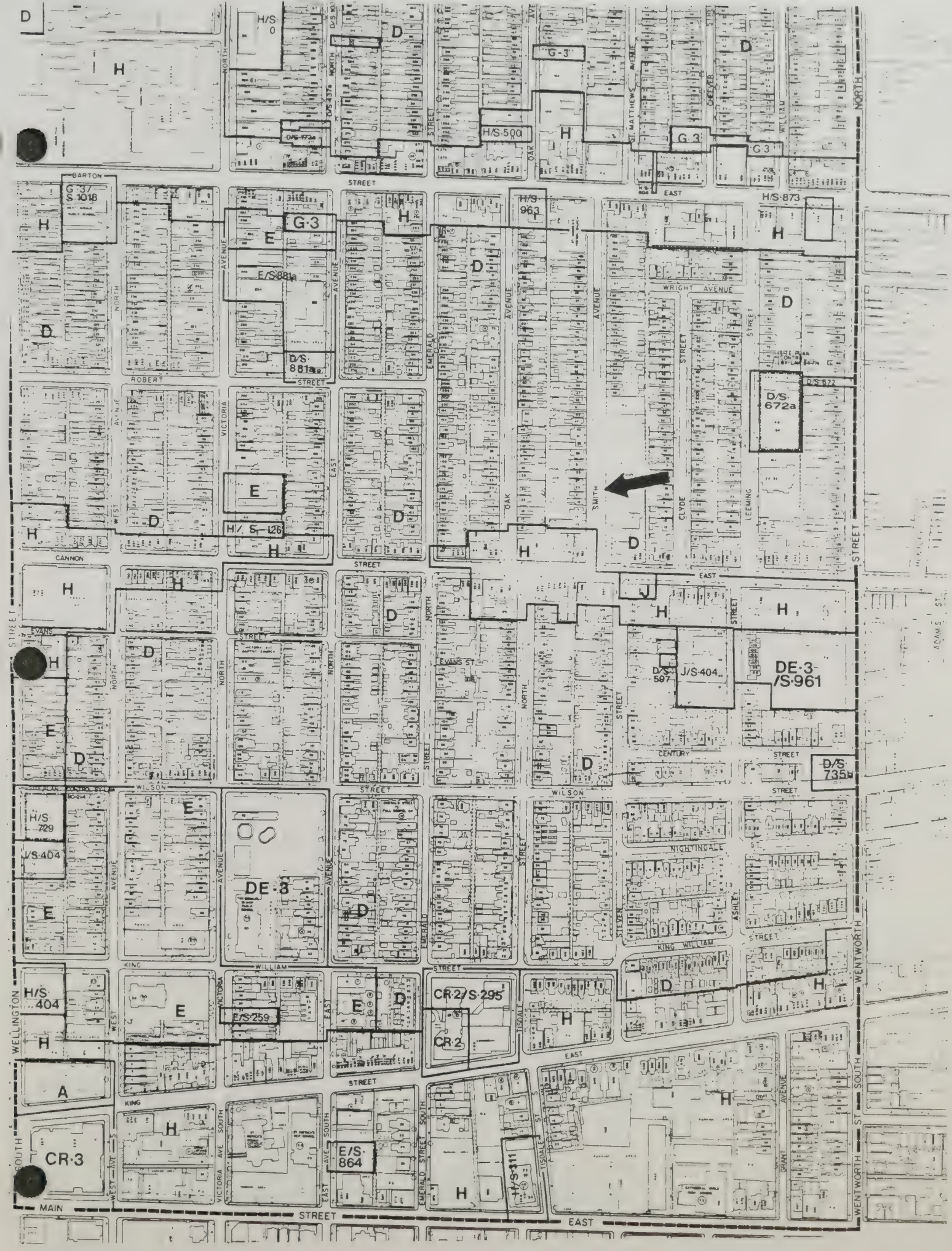
Sufficient funds have been provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of St. Brigid School has requested that a School Bus Loading Zone be provided on Smith Avenue to service one bus at the school. The school currently has on-street school bus loading facilities north of the proposed location. The Principal has requested that provision be made on Smith Avenue for one bus during the lunch hours only to service students of Junior Kindergarten who attend only for one half day. The placement of a School Bus Loading Zone at the entrance to the schcol will reduce the possibility of misplacing a child or causing confusion to the students.

There is presently a "No Parking Anytime" regulation on the east side of Smith Avenue in this area, thus there will be no impact on the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated School Bus Loading Zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Smith Avenue, staff concurs with the request.

TA/MBH/kg


BARTON STREET
NORTH
EAST
WRIGHT AVENUE
CANNON STREET
EVANS
WILSON STREET
KING WILLIAM STREET
MAIN STREET
WEST
SOUTH
WENTWORTH ST
ADAMS ST
ROBERT
VICTORIA AVENUE
EMERALD STREET
OAK
SMITH
CLYDE
LEEMING
CENTURY
NIGHTINGALE
ASHLEY
STEVEN
ISDALE
GRANT AVENUE
H/S 0
H/S 500
H/S 963
H/S 873
H/S 729
H/S 404
H/S 1018
G-3
G-3/ S-1018
E/S-881a
D/S 881a
H/S-126
D/S 672a
DE-3 /S-961
J/S-404
D/S 597
D/S 735b
DE-3
CR-2/S-295
CR-2
E/S-259
E/S 864
H/S-311
CR-3
A

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1996 April 16
File No. TEC-067-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Clinton Street, east of Ruth Street - Wheelchair Loading Zone.

RECOMMENDATION:

a) That the hours of the existing full-time "Wheelchair Loading Zone" regulation on the south side of Clinton Street commencing at a point 53 feet east of Ruth Street and extending to a point 32 feet easterly therefrom be revised, such that the regulation is in effect from 9:00 a.m. to 5:00 p.m., seven days a week; and

b) That the City Traffic By-law 89-72 be amended accordingly.

DLobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of revising the subject signs.

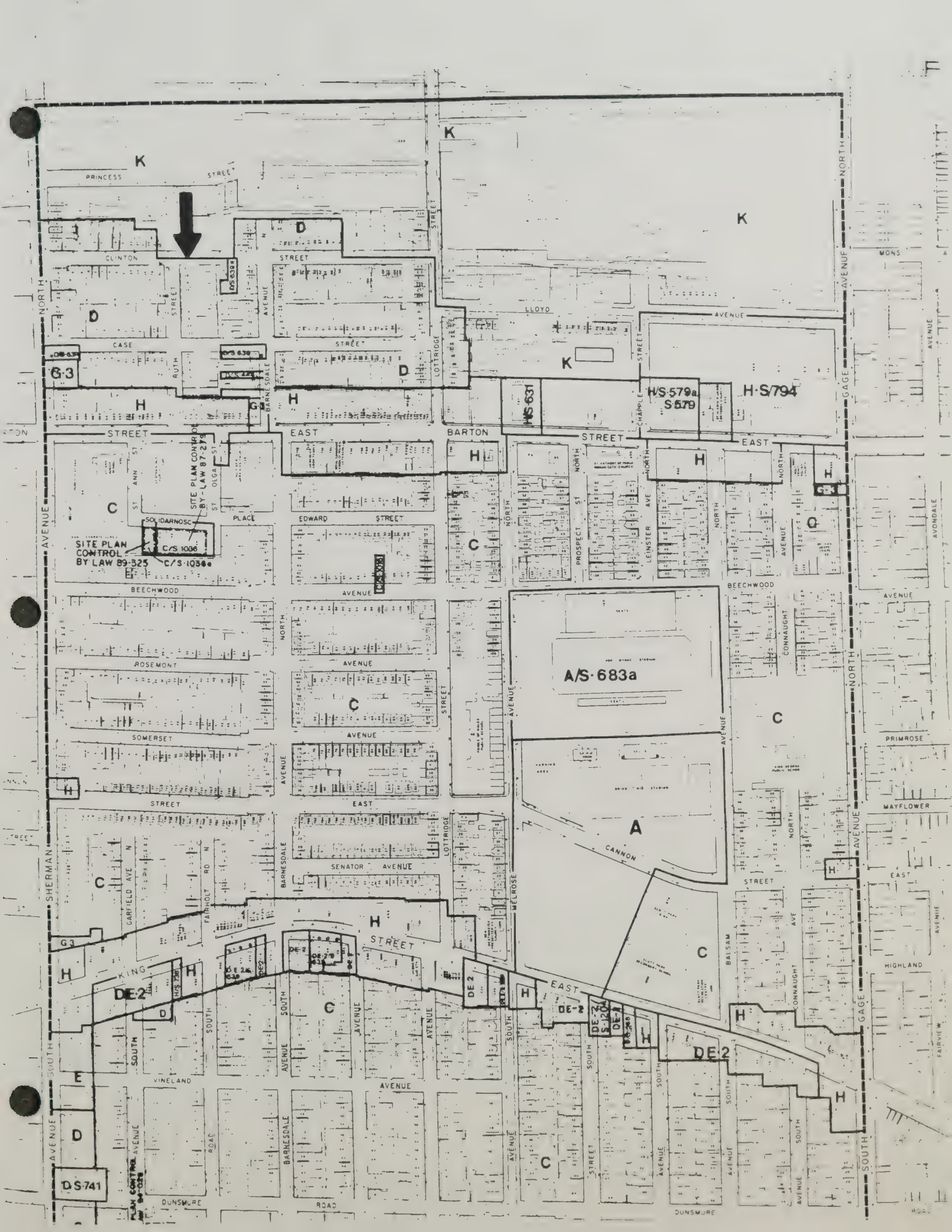
BACKGROUND:

Alderman Don Drury recently advised of concerns from area residents, that the existing wheelchair loading zone on the south side of Clinton, east of Ruth is no longer required since the resident has passed away.

Staff recently contacted Mr. Alvin Clarke, 40 Ruth Street to confirm the resident has passed away and although this is the case, Mr. Clarke has advised that he still cares for disabled

foster children and that the regulation is still required. However, Mr. Clarke agreed to revise the hours of the subject regulation such that the space is available for parking after 5:00 p.m. Alderman Don Drury has advised that he concurs with this proposed revision of the wheelchair loading zone.

CVB/MH/ca


K
PRINCESS STREET
CLINTON STREET
D
DS-630
DS-630a
CASE AVENUE
RUTH STREET
G-3
H
BARNESDALE AVENUE
LOTTRIDGE STREET
H-S-631
H-S-579a
S-579
H-S-794
CHAPPLE AVENUE
LLOYD AVENUE
MOAS AVENUE
GAGE AVENUE
NORTH
BARTON STREET EAST
SITE PLAN CONTROL BY-LAW 87-275
OLGA ST
ANN ST
C
SOLIDARNOSC PLACE
C/S-1036
SITE PLAN CONTROL BY-LAW 89-325
C/S-1036a
EDWARD STREET
DS-630a
PROSPECT ST NORTH
LEINSTER AVE NORTH
AVONDALE AVENUE
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
A/S-683a
CONNAUGHT AVENUE NORTH
PRIMROSE AVENUE
MAYFLOWER AVENUE
A
CANNON STREET EAST
SENATOR AVENUE
GARFIELD AVE N
FAIRHOLT RD N
SHERMAN AVENUE SOUTH
KING STREET EAST
DE-2
DE-2a
DE-2b
DE-2c
H-S-780
H-S-780a
S-120
BALSAM AVENUE
HIGHLAND AVENUE
VINELAND AVENUE
DS-741
DUNSMURE ROAD

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 1
T103-23 1 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Closure of Elgin Street for March for Jesus (R-96-23)

RECOMMENDATION:

That the application of the March for Jesus organization to temporarily close Elgin Street from 1:30 pm to 2:30 pm on Saturday May 25, 1996, in conjunction with a new route for the annual March for Jesus parade be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide proof of $2,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

iv) That all barricading be supplied by and at the expense of the applicant;

Cont'd...

Cont'd...

v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the event organizer;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the March for Jesus organization to hold a parade on Saturday May 25, 1996 from 1:30 pm to 2:30 pm. The following route has been proposed for this year's event:

Cont'd...

Cont'd...

Form up at Bayfront Park
Simcoe Street from Bayfront Park to Bay Street
Bay Street from Simcoe Street to Strachan Street
Strachan Street from Bay Street to James Street
James Street from Strachan Street to Barton Street
Barton Street from James Street to Elgin Street
Elgin Street from Barton Street to Cannon Street (full closure)
Cannon Street from Elgin Street to Bay Street
Bay Street from Cannon Street to Simcoe Street
Simcoe Street from Bay Street to Bayfront Park to disperse

The route will involve only partial road closures with the exception of Elgin Street between Barton Street and Cannon Street from 1:30 pm to 2:30 pm. The parade participants may number between 1000 to 2000 and the closure is necessary due to the problem of parked cars congesting that portion of the route.

As this has been a successful event in previous years in Hamilton and as Police Services can provide appropriate traffic control, this Department is in favour of the event.

MJP:
cc: P.C. D. Schwalm, Police Services
cc: G. Kirchknopf, Department of Public Works and Traffic
cc; K. Nichol, H.S.R.

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 1
T103-23 5 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Westdale Village Street Party and Family Picnic
(R-96-24)

RECOMMENDATION:

That the application of the Snooty Fox Pub to temporarily close:

a) The south parking area on King Street in Westdale Village to hold a street party on Saturday June 8, 1996 at 3:00 pm to Sunday June 9, 1996 at 11:00 pm, and

b) Parkside Drive between Devon Place and the the intersection of Glen Road and Kipling Road on Sunday June 9, 1996 between 12:00 noon and 6:00 pm during the Family Picnic at Churchill Park festivities,

be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

Cont'd...

Cont'd...

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the event organizer ;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

May 1, 1996

Cont'd...

BACKGROUND:

A request has been received from the Snooty Fox Pub to temporarily close two roads in Westdale in conjunction with a street party in the village and a family picnic in Churchill Park. These events will be held to celebrate Hamilton's Sesquicentennial and the profits will be donated to Juvenile Diabetes.

The street party will take place in the south parking area portion of King Street in front of the restaurant. The road will be closed from 3:00 pm on Saturday June 8, 1996 to 11:00 pm on Sunday June 9, 1996 and the area will be properly barricaded and fenced off. Festivities will include a beer and barbeque tent, a stage with entertainment and a proposed countdown to Hamilton's 150th at 12:00 midnight on the 8th.

The Family Picnic will take place in Churchill Park at 12:00 noon on Sunday June 9, 1996 and will include a volleyball tournament, barbeque, children's activities, and skateboard, martial arts, hot air balloon, mountain bike and inline skating demonstrations. The applicant is requesting the closure of Parkside Drive between Devon Place and the the intersection Glen Road and Kipling Road between 12:00 noon and 6:00 pm for safety reasons as there will be a large number of children and skaters travelling between the events with limited sidewalk access around the park. The roads will be barricaded and will be staffed by volunteers. At 5:00 pm the event will continue at the street party location with an awards ceremony, barbeque and live music. The entire event will be over by 9:30 pm.

Two officers from Regional Police Services will be hired to patrol the street party closure area on Saturday from 6:00 pm to 1:00 am and on Sunday from 3:00 pm to 10:00 pm at the expense of the applicant.

As the applicant has provided for the safety of the public and participants, this Department is in favour of the events.

MJP:
cc: P.C. D. Schwalm, Regional Police Services
cc: F. Westaway, Noise Control, Public Works and Traffic
cc: G. Kirchknopf, Public Works and Traffic

2(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 26
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-96-22)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

S. Aston
pr: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: 1996 May 14

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
Sheaffe & Park	1 Sheaffe Street	Roman Catholic Episcopal of the Diocese of Hamilton	Concrete steps mesuring 2.665m x 0.600m x 2.665m x 0.870m encroaching onto Sheaffe Street and Concrete Porch and Ramp measuring 1.060m x 6.950m encroaching onto Park Street.	$138/$20	T103 50 1235
Catharine Street N	197 Catharine Street N	L. Polkinghorne	Steps measuring 0.701m x 1.219m encroaching onto Catharine Street N.	$138/20	T103 50 1240
Cumberland Avenue	206 Cumberland Avenue	D.J. Petruzzi	A portion of the steps measuring 1.219m x 0.165m encroaching onto Cumberland Avenue.	$138/20	T103 50 1243
Robert Street	224 James Street North	G. Gioacchino L. Mattina S. Mattina C. Mattina	A portion of the building measuring 0.037m x 4.572m, encroaching onto Robert Street	$138/20	T103 50 1237
Huron Street	19 Huron Street	J. Burchett & L. Gamache	A portion of the veranda measuring 0.436m x 4.877m x 0.652m x 4.877m and a portion of the steps measuring 0.917m x 0.076m encroaching onto Huron Street.	$138/20	T103 50 1239

2(c)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 24
S609-01 & S726-185 & E220-1700 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

To incorporate certain City land into various streets by By-Laws. (R-96-20)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Dicenzo Drive	Part 10	62R-13294
Nash Road	Part 3	62R-2530
	Parts 5 & 7	62R-4039
	Part 1	62R-7464
Queen Victoria Drive	Parts 12 & 15	62R-6257

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Dicenzo Drive	Part 10, on Plan 62R-13294	N/A	To complete a condition of severance and allow legal access to 51 Dicenzo Drive	S609-01 S726-185
Nash Road	Part 3, on Plan 62R-2530 and Parts 5 & 7, on Plan 62R-4039, and Part 1, on Plan 62R-7464	N/A	To complete final street widths	S609-01
Queen Victoria Drive	Parts 12 & 15, on Plan 62R-6257	N/A	To complete final street widths	S609-01 E220-1700

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cb:GM/KML
encls.

cc/Mr. H. Groen, Roads Department
cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 10, ON PLAN 62R-13294
INTO DICENZO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to establish the land described below as a highway to be known as Dicenzo Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, which highway shall be known as Dicenzo Drive.

Part of Lot 14, Concession 8, in the geographic township of Barton, designated as Part 10, on Plan 62R-13294.

City of Hamilton
Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 3, ON PLAN 62R-2530
PARTS 5 & 7, ON PLAN 62R-4039 AND
PART 1, ON PLAN 62R-7464
INTO NASH ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Nash Road within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Nash Road.

Part of Lot 29, Concession 1, in the geographic township of Saltfleet, designated as Part 3, on Plan 62R-2530 and Parts 5 and 7, on Plan 62R-4039 and Part 1, on Plan 62R-7464.

City of Hamilton
Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 12 AND 15, ON PLAN 62R-6257
INTO QUEEN VICTORIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to establish the land described below as a highway to be known as Queen Victoria Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, which highway shall be known as Queen Victoria Drive.

Part of Lot 6, Concession 7, in the geographic township of Barton, designated as Parts 12 and 15, on Plan 62R-6257.

City of Hamilton
Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

2 (D)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 April 16

REPORT TO: Chairperson and Members
Parks and Recreation Committee

FROM: Kevin C. Christenson, Secretary
Parks and Recreation Committee

SUBJECT: **Information Reports**

RECOMMENDATION:

That the below noted Information Reports previously distributed to the Parks and Recreation Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Parks and Recreation Committee, it is recommended that they be received.

Information Reports
Parks and Recreation Committee

Date	From	Subject	Date Distributed
1996 April 24	Commissioner of Public Works & Traffic	Proposed Leaf and Yard Waste Collection Public Outreach Program	1996 April 25
1996 April 26	Commissioner, Regional Environment Dept.	Establishment of a PCB Storage Facility by Glendale Yarns Inc.	1996 April 29

URBAN/MUNICIPAL
CA4 ON HBL AOS
C51T6
1996

URBAN MUNICIPAL

MAY 23 1996

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

GOVERNMENT DOCUMENTS

1996 May 23

NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Tuesday, 1996 May 28
7:00 o'clock p.m.
Room 233, City Hall

K. J. Christenson

fr **Kevin C. Christenson, Secretary**
Transport and Environment Committee

AGENDA

1. **COMMISSIONER OF REGIONAL ENVIRONMENT**

   1996 Servicing Expenditures Related to Subdivisions

2. **ADJOURNMENT**

CITY OF HAMILTON

- RECOMMENDATION -

1.

DATE: 1996 May 22
S703-90, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. D. Thoms
Commissioner
Regional Environment Department

SUBJECT: **1996 Servicing Expenditures Related to Subdivisions (R-96-19)**

RECOMMENDATION:

a) That Item 15(a) of the 4th Report of the Transport and Environment Committee adopted by City Council on March 14, 1995, for the approval of Schedules for "Claudette Gardens - Phase 7", be rescinded and replaced with item (b) below.

b) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"CLAUDETTE GARDENS - PHASE 7", Hamilton

(Revised Schedules)

City's Share - NIL - **Subdivider's Share - $124,353.64**

J. D. Thoms
Commissioner
Regional Environment Department

Eugene P. Chajka, P.Eng.
Manager of Development

Cont'd...

1996 Servicing Expenditures Related to Subdivisions
(R-96-19)

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with the above recommendations.

BACKGROUND:

"CLAUDETTE GARDENS - PHASE 7"

City Council at its meeting of March 14, 1995 approved Item 15 of the Fourth Report of the Transport and Environment Committee that the submitted schedule of works be adopted for inclusion in the Subdivision Agreement and that the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City and the Owner of "Claudette Gardens - Phase 7".

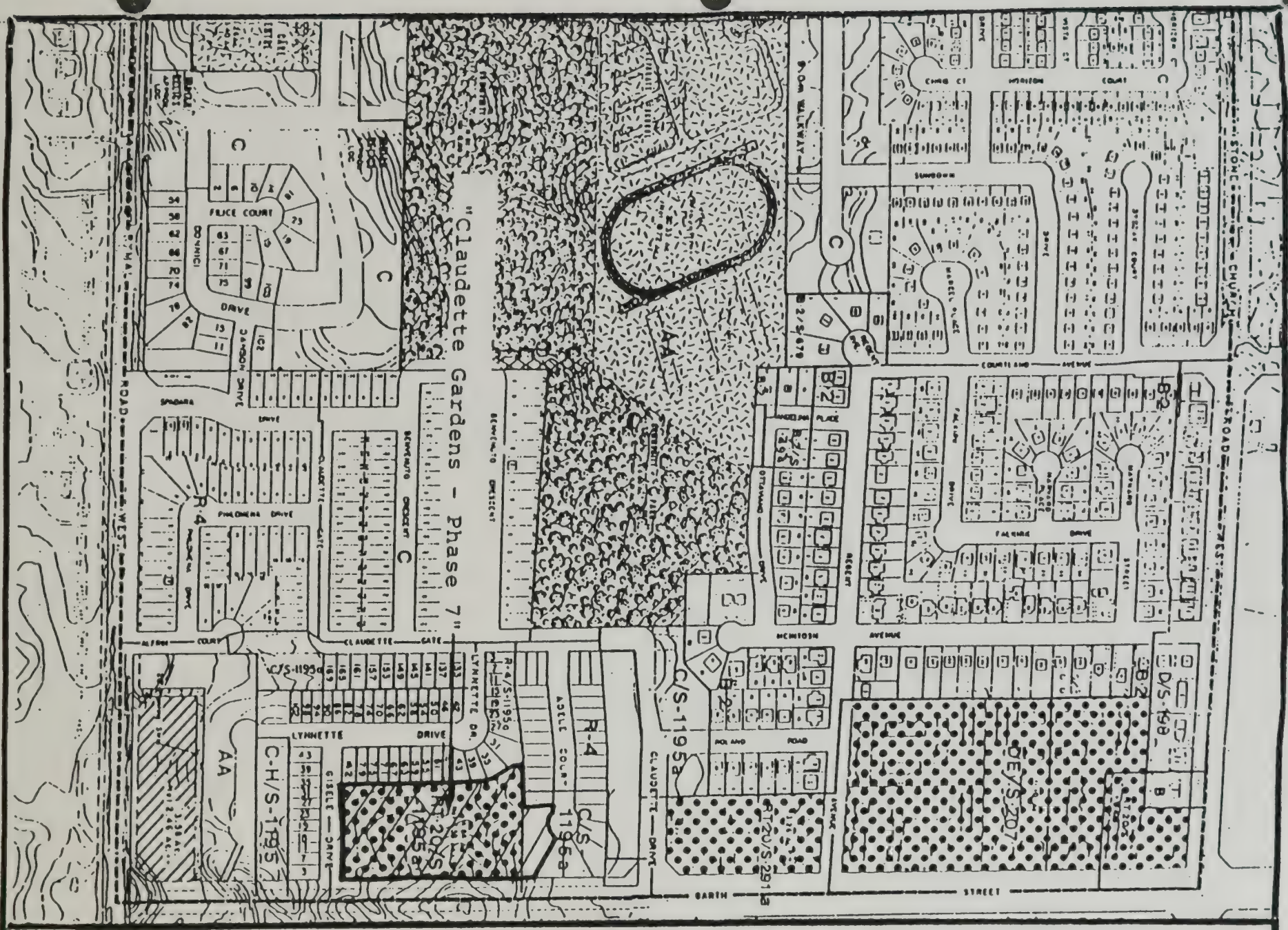
The original schedule of works for the creation of three (3) single family residential lots and one (1) townhouse block totalled: City's Share - $NIL and the Owner's Share - $40,227.63. The present schedule of works for the creation of forty-nine (49) lots for street townhouses including a new local street and three (3) single family residential lots is: City's Share - $NIL and the Owner's Share - $124,353.64.

As Council has previously granted the City the authority to sign the Subdivision Agreement, this report is merely for the approval of the revised schedule of works.

All estimated costs have been calculated in accordance with current City cost sharing policies and there will be no City share for this development.

The lands of "Claudette Gardens - Phase 7" are located west of Garth Street and north of Rymal Road West in the Falkirk East Planning Neighbourhood.

MPS
att:
cc: D. Cobb, City Treasury
cc: R. Buckle, City Real Estate Department


"Claudette Gardens - Phase 7"
FALKIRK EAST
KEY PLAN
N.T.S.
NORTH
APPROVED PLAN

1996 SUBDIVISION EXPENDITURE SUMMARY

Name - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
CLAUDETTE GARDENS PHASE 7 800064 ONTARIO INC. URBEX ENGINEERING LTD. FILE NO. S703-90 M.P. SABELLI, C.E.T.	49 STREET TOWNHOUSES 3 LOTS HAMILTON	COUNCIL 96 FEB 13 P&D 2-96 ITEM NO. 2	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$0.00			
			Sewers & Watermains	$0.00	$0.00			
			Seeding/Sodding	$0.00	$0.00			
			Street Lighting	$0.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$0.00	$0.00	$124,353.64	$124,353.64
TOTALS:				$0.00	$0.00	$0.00	$124,353.64	$124,353.64

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

URBAN/MUNICIPAL
CA4 ON HBL A05
C51TL
1996

URBAN MUNICIPAL

JUN 25 1996

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1996 June 17
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION:** (9:30 o'clock a.m.)

   Mr. Walter Vucetich
   Access to property at 79 Rymal Road West

2. **CONSENT AGENDA**

3. **CITY ENGINEER**
   (COMMISSIONER OF TRANSPORTATION/
   COMMISSIONER OF ENVIRONMENT)

   (a) Philip Environmental Inc.'s Application to Amend Provisional Certificate of Approval No. A100140 for Waste Disposal Site (Processing), 52 Imperial Street, Hamilton

   (b) Dofasco Inc.'s Application to Amend Provisional Certificate of Approval No. A100135, 1330 Burlington Street East, Hamilton (No. 1 Acid Regeneration Plant)

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

PUBLIC WORKS DIVISION

(a) Proposed Alteration of John Street North,
Vicinity of 545 John Street North

(b) Local Improvement By-laws

(i) Construction of Independent Concrete Sidewalks
on the North Side of Stone Church Road between
Upper Wellington Street and Upper Wentworth Street

(ii) Construction of Concrete Alley
First South of Hunter Street from Bay Street to
Approximately 83.5m Westerly (East-West Portion Only)

(c) Leaf and Yard Waste Collection

(d) Proposed Parking Time Limit for Vehicles Displaying Ministry of Transportation "Disabled Person Parking Permits"

5. **CHIEF ADMINISTRATIVE OFFICER**

Upper Ottawa Landfill Site

6. **ALDERMAN C. COLLINS**

Mrs. Sciullo
Fence at 28 Village Drive

7. **ALDERMAN M. KISS**

45 Rifle Range Road - Rock Crushing Operation (NO COPY)

8. **ALDERMAN F. D'AMICO**

"Just Desserts" - 1400 Upper James Street (NO COPY)
Outdoor Patio

9. **MAYOR R. M. MORROW**

Ceremonial Street Designation to Honour Composer Franz Liszt (NO COPY)
MacNab Street between King Street and Main Street

10. **CORRESPONDENCE**

(a) Petition - Parking Meters on the North Side of Hunter Street and John Streets
(referred to T&E Committee by City Council 1996 May 28)

(b) Hamilton Signals Association
Bus Shelters at the Cenotaph
(referred to T&E Committee by City Council 1996 May 28)

11. **OTHER BUSINESS**

12. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	School Crossing Guard - Cochrane Road and Montrose Avenue	1995 December 4	Commissioner of Public Works & Traffic	Report Back - 1996 June 17 meeting
3.	Traffic Safety - Britannia Avenue between Kenilworth Avenue and Strathearn Avenue	1995 December 4	Commissioner of Public Works & Traffic	Report Back
4.	Leaf and Yard Waste Collection Program	1996 March 4	Commissioner of Public Works & Traffic	Report Back - 1996 May 6 meeting
5.	Parking Regulation - Country Club Drive between Greenhill Avenue and Capilano Drive	1996 February 5	Alderman Collins	Tabled for Meeting with Area Residents
6.	Letter from the Hand Association of Sewer, Watermain and Road Contractors	1996 April 1	Commissioner of Public Works & Traffic	Report Back
7.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works & Traffic	Report Back

Kevin C. Christenson, Secretary
1996 June 17

1.

CITY COUNCIL
HAMILTON, CANADA

Alderman Frank D'Ai
Vice Chairman - Planning & Development

71 MAIN STREET WEST L8N 3T4 - (905) 546-2730 - RES. (905) 389-7695 - WARD 8

1996 May 30

Mr. K. Christenson, Secretary
Transport and Environment Committee

Dear Mr. Christenson:

Please find attached correspondence from Mr. Walter Vucetich, who would like to appear as a delegate at the next Transportation and Environmental Committee meeting with respect to access to his property at 79 Rymal Road West.

I am in total support of Mr. Vucetich's request and, would ask you to notify him of the date and time that he should appear.

Thank you for your kind attention to this matter.

Yours sincerely,

Frank D'Amico

FRANK D'AMICO, ALDERMAN,
WARD 8

FD:tb

Attchs.

May 29, 1996

City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Mr. Kevin C. Christenson
Secretary
Transport and Environment Committee

Dear Mr. Christenson:

Re: Access to Property at 79 Rymal Road West

Please be advised at the next transportation and environmental meeting that I, Walter Vucetich, owner of 79 Rymal Road West, would like to be a delegate at this meeting pertaining to access to my property and other restrictions.

Your reply to my letter and date of meeting will be greatly appreciated.

Yours truly,

Walter Vucetich
152 Kimberly Drive
Hamilton, Ontario
L8K 4K8
(905) 545-3342

cc: F. D Amico

CITY OF HAMILTON

- RECOMMENDATION -

3(a)

DATE: 1996 June 7
E308-07-P (D.Berketo)

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: J. D. Thoms
Commissioner
Regional Environment Department

SUBJECT: **Philip Environmental Inc.'s Application to Amend Provisional Certificate of Approval No. A100140 for Waste Disposal Site (Processing), 52 Imperial Street, Hamilton.**

RECOMMENDATION:

That the Ministry of Environment and Energy West Central Region be notified that the City of Hamilton has no comment regarding the Philip Environmental Inc.'s Application to Amend Provisional Certificate of Approval No. A100140 for Waste Disposal Site (Processing), 52 Imperial Street, Hamilton.

J. D. Thoms
Commissioner
Regional Environment Department

P. K. Dunn
Manager - Waste Management

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of Environment and Energy (MOEE) has informed the City of Hamilton that it has received a request from Philip Environmental Inc. to amend its Provisional Certificate of Approval (C of A) No. A100140 for its waste disposal site (processing) located at 52 Imperial Street, Hamilton, Ontario.

If the C of A amendment is approved by MOEE, the processing of waste class 143 (residues from steel making) will change, allowing Philip Environmental Inc. to chemically stabilize and agglomerate the material into a non-hazardous state. The processed material will be recycled, or disposed as non-hazardous waste in Sarnia, Ontario subject to meeting Ministry evaluation criteria.

Cont'd...

Philip Environmental Inc.'s Application to Amend Provisional Certificate of Approval No. A100140 for Waste Disposal Site (Processing), 52 Imperial Street, Hamilton.

Cont'd...

Under Provincial Environmental Bill of Rights legislation (EBR) this C of A amendment is classified as a Class II Instrument, requiring only public notification of the amendment application. The City has the right to comment on the amendment, however, the change to the C of A is minor, with no impact relative to interests of the City of Hamilton and the Region and staff recommend that no comment is necessary. If the amendment is approved by the MOEE, the facility's capacity and waste types processed remain the same, only the process of treating the material will change.

DB/ P:\T&E\philip2.

3(6)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: June 7, 1996
E308-07-D D. Berketo

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: J. D. Thoms
Commissioner
Regional Environment Department

SUBJECT: **Dofasco Inc.'s Application to Amend Provisional Certificate of Approval No. A100135, 1330 Burlington Street East, Hamilton (No. 1 Acid Regeneration Plant)**

RECOMMENDATION:

a) That the West Central Region of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Dofasco Inc. receiving an amendment to its existing Provisional Certificate of Approval No. A100135 (No. 1 Acid Regeneration Plant) located at 1330 Burlington Street East, Hamilton, provided that all Provincial environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City and Regional by-laws are complied with fully;

b) That a copy of this report be submitted to the West Central Region Branch of the MOEE for its consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility operated by Dofasco Inc.

J. D. Thoms
Commissioner
Regional Environment Department

P. K. Dunn
Manager - Waste Management

Dofasco Inc.'s Application to Amend Provisional Certificate of Approval No. A100135 at 1330 Burlington Street East, Hamilton (No. 1 Acid Regeneration Plant)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N\A

BACKGROUND:

The West Central Region of the Ministry of Environment and Energy (MOEE) has received a request from Dofasco Inc. to amend its existing Provisional Certificate of Approval (C of A) No. A100135 for a Waste Disposal Site located at 1330 Burlington Street East, Hamilton.

In keeping with established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposed certificate amendment from a municipal jurisdictional perspective. The comments which the MOEE staff received from the Region are considered in their final evaluation and decision in granting the proponent's request an amendment to the Provisional C of A.

Dofasco Inc. proposes, as a pilot project, to accept approximately 500,000 US Gallons (approximately 1.88 million litres) of hazardous inorganic iron chloride liquid from Dupont over a six-month trial period at its No. 1 Acid Regeneration Plant located close to the north east corner of Ottawa Street North and Beach Road in Hamilton (map attached). At this facility, the iron chloride will be separated into two main constituent materials, iron oxide (solids) and hydrochloric acid (HCl). The iron oxide will be returned to Dupont while the HCl will be reused by Dofasco in the steel cleaning process. If Dofasco determines that the HCl is "off spec," this material will be returned to Dupont via a licensed hauler or disposed of at an MOEE authorized site. The trial will be in a closed system environment and will not interfere with Dofasco's regular No.1 Acid Regeneration Plant. There will be no impact on the sewer system and no solid waste will be produced. This process is currently being employed by Dofasco at the same facility to treat similar wastes from their own metal cleaning process.

The information gathered from this proposed pilot project will assist Dupont in treating its own waste materials in a more environmentally beneficial manner. Dupont currently operates a facility in Mexico which discharges iron chloride from its industrial titania pigment operations into the natural environment with little or no treatment. The feedstock for the trial is actually from Dupont's Mississippi operation which produces the same waste product as the Mexico plant. The trial will assist Dupont in determining the appropriate method of treating iron chloride at the Mexico operation.

Cont'd...

4(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Proposed Alteration of John Street North, Vicinity of 545 John Street North

RECOMMENDATION:

a) That the proposed narrowing of John Street North from a width of 8.6 m to 6.2 m from approximately 45 m north of Burlington Street to approximately 13 m northerly, as shown on Schedule "A" attached hereto, be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990 and that the necessary alteration By-law be prepared by the Commissioner of Public Works and Traffic in a form satisfactory to the City Solicitor and advertised by the City Clerk; and,

b) That the Commissioner of Public Works and Traffic be authorized and directed to undertake these works once all the approvals are received; and,

c) That the cost of work estimated at $1,600 be charged to Account CH56103 60144 - Sidewalks Special Projects.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendations.

BACKGROUND:

There are two large mature trees in front of 545 John Street North that have heaved the sidewalk and paving stones on the west side of John Street North. The trunk of one of the trees, because of its size and the angle it is growing, makes it impossible to walk by the tree without walking on the road. Therefore, it would be prudent to relocate the sidewalk in this area to facilitate pedestrian movement along the sidewalk.

The attached plan shows the proposal.

RPM/jd
Attach.

c.c. C. Keenan, Forestry Division, Department of Public Works & Traffic
c.c. B. Malone, Traffic Division, Department of Public Works & Traffic
c.c. J. Bovaird, Streets Division, Department of Public Works & Traffic

Dofasco Inc.'s Application to Amend Provisional Certificate of Approval No. A100135 at 1330 Burlington Street East, Hamilton (No. 1 Acid Regeneration Plant)

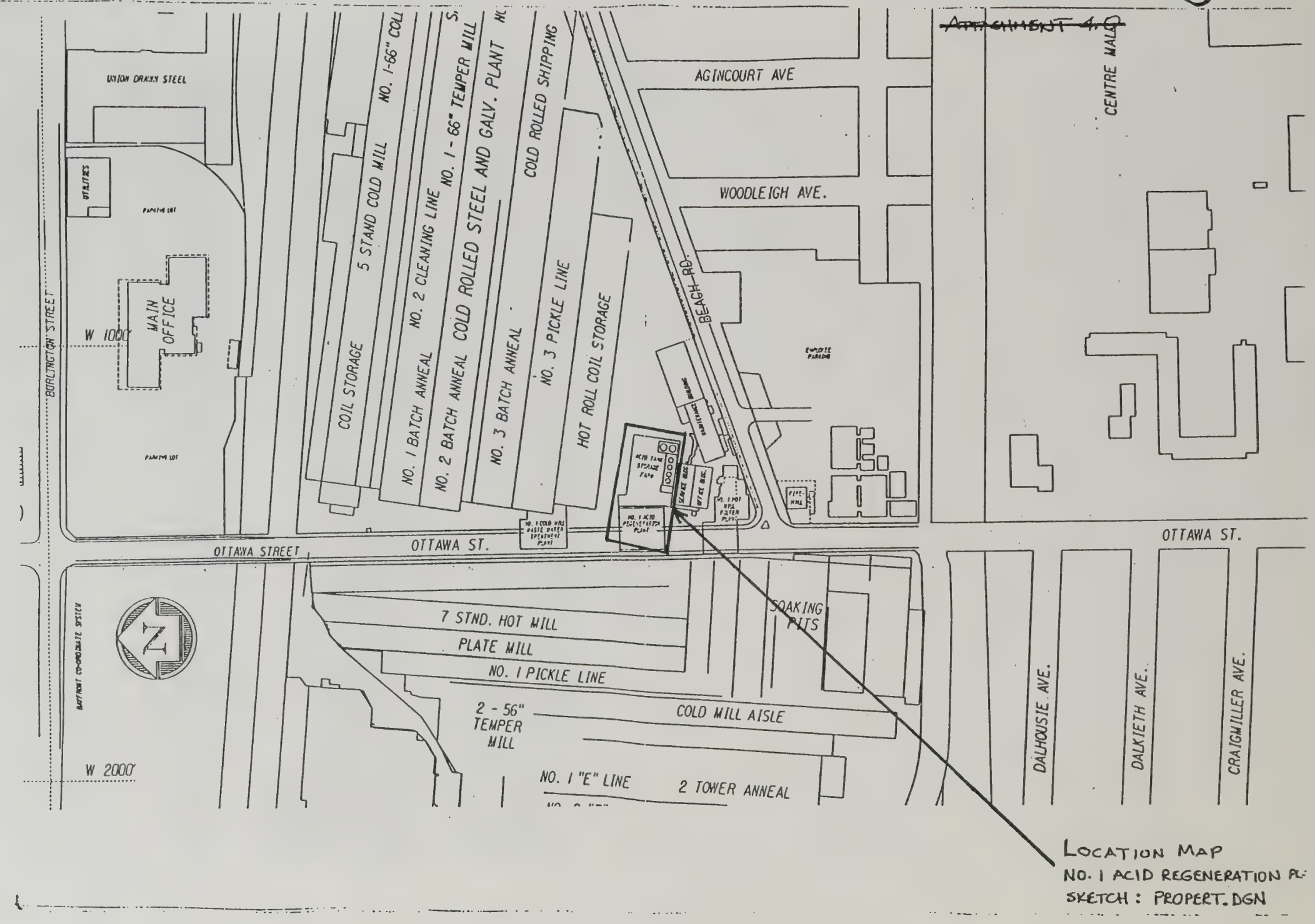
Cont'd...

The iron chloride material will be transported from the Mississippi plant to Toronto by rail and further shipped to Hamilton by a licensed trucking company. The tanker trucks will travel to Hamilton via the Queen Elizabeth Way to Burlington Street and then south on Ottawa Street North to the No. 1 Acid Regeneration Plant. There will be little or no increase in truck traffic as the HCl from the proposed pilot project will displace shipments of fresh HCl that would be used in the metal cleaning process.

The City of Hamilton Fire Department, Regional Health Department, and the Solid Waste Operations, Industrial Waste and Field Services Sections of the Regional Environment Department reviewed Dofasco's application and determined that from a municipal perspective there is no objection to this pilot project provided all City and Regional By-laws as well as Provincial regulations applicable to this operation are followed.

DB\P:\T&E\DOFASCO2
Attach.

Dofasco's No. 1 Acid R[illegible]eration Plant



LOCATION MAP
NO. 1 ACID REGENERATION PL
SKETCH : PROPERT.DGN

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 14

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner, Public Works & Traffic

SUBJECT: Local Improvement By-laws
i) Construction of Independent Concrete Sidewalks on the North Side of Stone Church Road between Upper Wellington Street and Upper Wentworth Street
ii) Construction of a Concrete Alley First South of Hunter Street from Bay Street to Approximately 83.5 m Westerly (East-West Portion Only)

RECOMMENDATION:

a) That the attached By-laws be enacted to authorize construction of local improvements of the following:

   i) Independent concrete sidewalks on the north side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street; and,

   ii) Concrete alley, first south of Hunter Street from Bay Street to approximately 83.5 m westerly (east-west portion only).

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Construction of these works as Local Improvements was authorized by Council on 1996 April 9, in adopting Item 23 of the 5th Report of the Transport & Environment Committee and Item 6 of the 7th Report of the Finance and Administration Committee and on 1995 December 12, in adopting Item 2 of the 15th Report of the Transport & Environment Committee and Item 9 of the 29th Report of the Finance and Administration Committee.

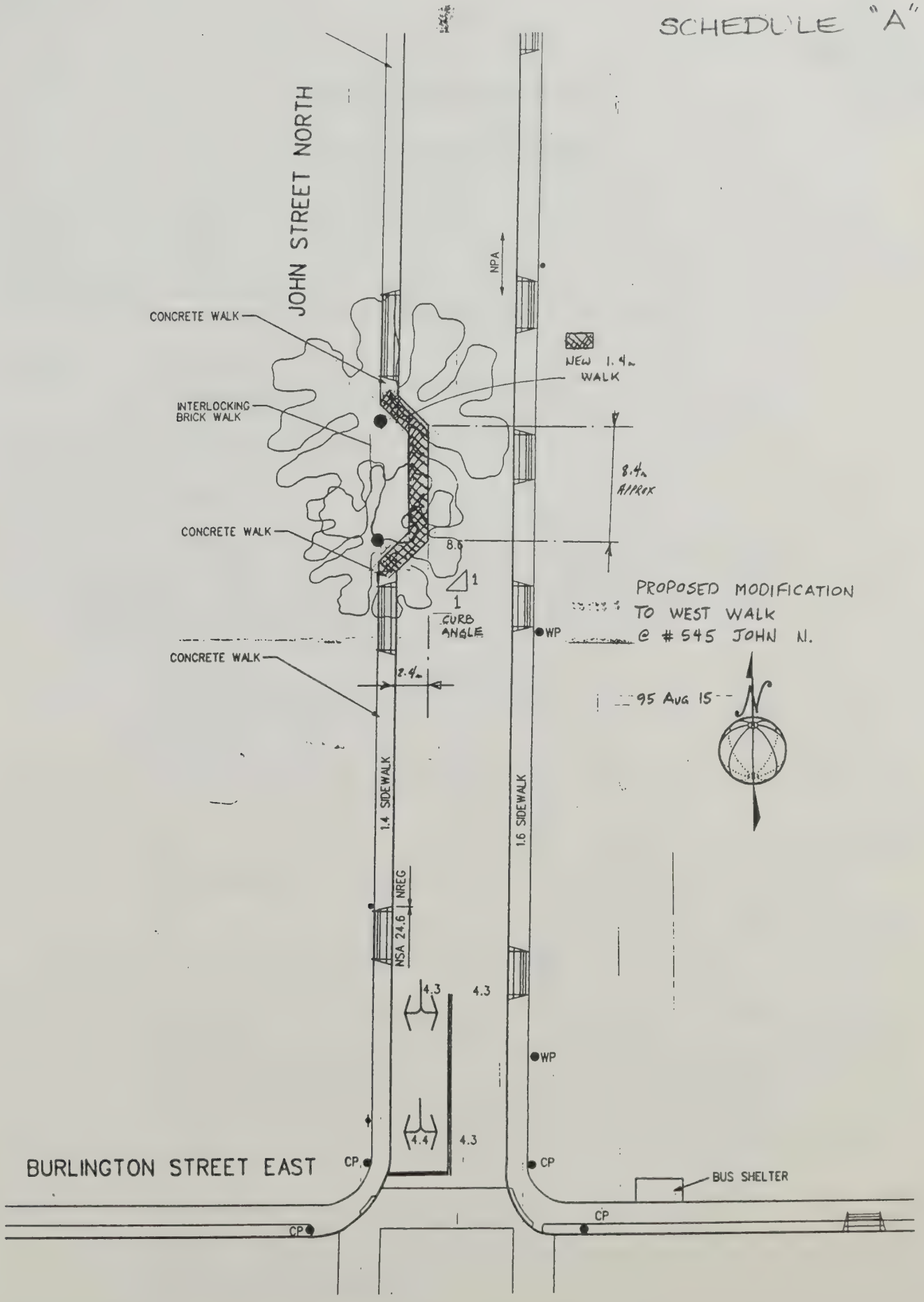
Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, Notice of these City initiatives was published in The Spectator and served upon the adjacent property owners. As no petition against the proposed Local Improvements were received, the City is entitled under the Local Improvement Act to enact these by-laws to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached By-laws are in a form satisfactory to the City Solicitor.

RPM/jd
Attach.

c.c. D. Y. Onishi, Director, Design & Construction, Roads Department
c.c. A. Ross, City Treasurer, Attention: G. Keith

SCHEDULE "A"



~~SCALE 1:250~~
NOT TO SCALE

4(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 3

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Leaf and Yard Waste Collection**

RECOMMENDATION:

1. That in accordance with the Provincial Government's 3 Rs Regulations which mandate leaf and yard waste composting, the Commissioner of Public Works and Traffic be authorized to implement a leaf and yard waste collection program in accordance with the following criteria.

   - Leaf and yard waste will be collected separately from regular household garbage and recyclables.

   - The collection period will be from April 15th to December 15th and a Christmas tree collection in January.

   - Collection will be on an every other week basis with collection days designated as per the attached Route Map Schedule A.

   - There will be no leaf and yard waste collection for statutory holidays nor will there be "make up" days for lost statutory day collections.

   - Leaf and yard waste will only be collected when properly placed at curbside and packaged in clear plastic bags with a thickness of at least 1.5 thousandths of an inch, not more than 2.75 cubic feet, capable of holding 50 lbs or 22 kg; or in suitable reusable garbage cans/containers designated by the official leaf and yard waste logo as illustrated in Schedule B; or in the case of brush and garden debris tied in compact bundles not more than four feet in length.

   - The Department of Public Works and Traffic will make available and distribute through the mail, vinyl stick on leaf and yard waste logos for use by residents in designating specific reusable containers for leaf and yard waste, on a request basis and for an amount of $1.00 each sticker.

   - Each individual "lift" of leaf and yard waste ie. each bag or container of material shall not exceed 50 lbs or 22 kg.

- Grass clippings will not be collected. Property owners will be encouraged to recycle grass clippings onto their lawn, or compost grass clippings or take them directly to their local transfer stations.

2. That the Commissioner of Public Works and Traffic be authorized to inform the Citizens of Hamilton and affected agencies of the leaf and yard waste collection program through local media, promotions and educational seminars as may be required and within existing budgets.

3. That in order to facilitate a program start which recognizes operational issues for both the City of Hamilton and the Region of Hamilton-Wentworth, the program start date for 1996 be September 16.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a legal perspective, the Provincial Government has mandated, through its 3 R's Regulations that municipalities with populations over 50,000 must provide a separate leaf and yard waste management program that facilitates composting and is reasonably convenient to the generator.

Staff have spent considerable time surveying other comparable municipalities (see Schedule C and D). Also as per Council's direction staff from the Department of Public Works and Traffic sent out to 800 households (100 per ward) a proposed leaf and yard waste questionnaire and ran an advertisement detailing the proposed leaf and yard waste program with a cut-out questionnaire. The results are as follows:

PUBLIC WORKS QUESTIONNAIRE MAILOUT TO 800 HOUSEHOLDS (100 PER WARD)
240 Respondents

1. 70% in favour of banning grass clippings

2. 85% in favour of a grass recycling program

3. 85% in favour of a separate collection on an every other week basis

4. a) 85% in favour of clear plastic bags

   b) 37% in favour of paper bags

   c) 75% in favour of using reusable containers

5. 61% in favour of making available for $1.00 a vinyl stick-on logo to designate certain reusable containers

SCHEDULE "A"

Construction of a concrete alley first south of Hunter Street from Bay Street to approximately 83.5 m westerly (east-west portion only), at the estimated cost not exceeding the following:

City's Share	$35,060.49
Abutting Owners' Share	12,939.51
TOTAL ESTIMATED COST	$48,000.00
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	$107.00

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON
BY-LAW NO. 96-
To Authorize:

1. The construction as Local Improvements as a City initiative (without petition) under Section 12 of the Local Improvement Act of a concrete alley first south of Hunter Street from Bay Street to approximately 83.5 m westerly (east-west portion only);

2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;

3. The preparation of plans, specifications, and reports and the supervision of the construction by the Commissioner of Transportation/Environmental Services.

WHEREAS the Council of The Corporation of the City of Hamilton did decide to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements, without petition on the initiative of Council, (Item 2 of the 15th Report of the Transport and Environment Committee on December 12, 1995);

AND WHEREAS the Council of The Corporation of the City of Hamilton did authorize that the Corporation's portion of the cost of the proposed works be paid out of current revenues,
(Item 9 of the 29th Report of the Finance and Adminstration Committee on December 12, 1995;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of the Local Improvement Act, R.S.O. 1990, Chapter L.26;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and to raise the abutting owners' portion of the costs by borrowing the required funds through the Region's issuance of debentures until said abutting owners' portion of the cost is paid by the special assessment;

AND WHEREAS the Regional Municipalities Act, R.S.O. 1990, Chapter R.8 provides (section 111) that "no area municipality has power to issue debentures", and that the Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, R.S.O. 1990, Chapter O.28, section 65, states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained;

AND WHEREAS the Local Improvement Act, (section 53(7)) states that the amount of monies borrowed in respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvement works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $48,000.

2. The portion of the estimated cost of the works in the amount of $12,939.51 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre thereof (set out in Schedule "A" attached hereto,) shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in equal annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton,

   (a) to the extent sufficient to provide an amount not exceeding $12,393.51;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Transportation/Environmental Services is hereby authorized to,

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 1996.

CITY CLERK MAYOR

(1995) 15 R.T.E.C. 2, December 12
(1995) 29 R.F.A.C. 9, December 12

SCHEDULE "A"

Construction of an independent concrete sidewalk on the north side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street, at the estimated cost not exceeding the following:

City's Share	$ 79,591.27
Abutting Owners' Share	84,408.73
TOTAL ESTIMATED COST	$164,000.00
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	$101.00

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-
To Authorize:

1. The construction as Local Improvements as a City initiative (without petition) under Section 12 of the Local Improvement Act of independent concrete sidewalks on the north side of Stone Church Road from Upper Wellington Street to Upper Wentworth Street;

2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;

3. The preparation of plans, specifications, and reports and the supervision of the construction by the Commissioner of Transportation/Environmental Services.

WHEREAS the Council of The Corporation of the City of Hamilton did decide to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements, without petition on the initiative of Council, (Item 23 of the 5th Report of the Transport and Environment Committee on April 9, 1996);

AND WHEREAS the Council of The Corporation of the City of Hamilton did authorize that the Corporation's portion of the cost of the proposed works be paid out of current revenues,
(Item 6 of the 7 Report of the Finance and Adminstration Committee on April 9, 1996;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of the Local Improvement Act, R.S.O. 1990, Chapter L.26;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and to raise the abutting owners' portion of the costs by borrowing the required funds through the Region's issuance of debentures until said abutting owners' portion of the cost is paid by the special assessment;

AND WHEREAS the Regional Municipalities Act, R.S.O. 1990, Chapter R.8 provides (section 111) that "no area municipality has power to issue debentures", and that the Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, R.S.O. 1990, Chapter O.28, section 65, states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained;

AND WHEREAS the Local Improvement Act, (section 53(7)) states that the amount of monies borrowed in respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvement works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $164,000.

2. The portion of the estimated cost of the works in the amount of $84,408.73 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre thereof (set out in Schedule "A" attached hereto,) shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in equal annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton,

   (a) to the extent sufficient to provide an amount not exceeding $84,408.73;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Transportation/Environmental Services is hereby authorized to,

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 1996.

CITY CLERK MAYOR

(1996) 5 R.T.E.C. 23, April 9
(1996) 7 R.F.A.C. 6, April 9

4(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 12
File No. TEC-112-96 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Proposed Parking Time Limit for Vehicles Displaying Ministry of Transportation "Disabled Person Parking Permits"

RECOMMENDATION:

That the City Traffic By-law 89-72 be amended to provide that vehicles displaying Ministry of Transportation "Disabled Person Parking Permits" may be parked at on-street parking meters without depositing coins in the meter, but only for a maximum of three consecutive hours.

Mat B. Hazell for DLobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

For many years, the City and Regional Traffic By-laws have allowed vehicles displaying "Disabled Person Parking Permits" issued by the Minister of Transportation to park at any on-street parking meter beyond the specified time limit without depositing coins in the meter, as well as beyond the specified time limit in signed areas.

Over the years, concerns have been expressed from time to time about abuses of this privilege, and in particular, in critical parking areas where many of the parking meters are occupied throughout the day by vehicles displaying disabled permits.

Since the opening of the GO Station on Hunter Street East, several concerns have been expressed about the excessive number of vehicles with disabled permits occupying the parking meters on the north side of Hunter between James and John. Periodic observations have revealed that virtually all of the parking meters in this two block section of street are occupied throughout the day by vehicles displaying disabled permits. As a result of this particular situation, the Regional Health and Social Services Committee, on 1996 May 28, approved a recommendation of the Regional Advisory Committee for Persons with Physical Disabilities that a recommendation be forwarded to the Regional Transportation Services Committee and the City's Transport and Environment Committee that a three hour parking time limit be implemented for vehicles displaying these permits. It is the opinion of the Advisory Committee that longer term parking for these vehicles should occur in the off-street municipal car parks, rather than at the prime on-street parking meter locations where a faster parking turnover is required. This recommendation was approved by the Regional Council on 1996 June 4.

City staff concur with the recommendation of the Regional Council that both the City and Regional Traffic By-laws should be amended to provide that vehicles displaying "Disabled Person Parking Permits" be allowed to park at on-street parking meter locations, without depositing coins in a meter, but only for a maximum of three consecutive hours.

MBH/kg

Town of Gananoque

Grass clippings are not collected at curbside; residents must deliver their grass clippings to the composting site (The By-law was enacted in 1991).

Pelham Township

In the summer of 1992 a by-law was enacted stating that grass clippings will not be collected at curbside.

Region of Durham

There is a grass clippings by-law ban in place, however, due to pressure from residents the area municipalities are still collecting material at curbside and delivering it to the Regional composting contractor.

City of Ottawa

Their Sanitation By-law was amended to exclude yard waste from regular collection but due to residential pressures, the City still collects this material.

Overall most of the municipalities contacted will accept grass clippings at a central depot for composting even if they do not collect the material at curbside. In nearly all cases a direct mail campaign was undertaken to inform the public of why this service had been discontinued and their alternatives for handling grass clippings. Most of the municipalities still provided leaf, brush and Christmas tree collection even if curbside grass clippings collection was not provided.

*** excerpt taken from a Metro Works report on banning grass clippings**

SURVEY DONE BY THE WORKS DEPARTMENT CITY OF WINDSOR

CITY	FALL LEAF COLLECTION	FREQUENCY	OTHER YARD WASTE	EMPTY BAGS @ CURBSIDE	YARD WASTE DROP OFF DEPOTS
WATERLOO	Yes	8 weeks Vacuum System	April – November Bi–Wkly on garbage day	No plastic bags	Yes
MISSISSAUGA	Yes	April – November Every week	Included in collection	No Grass must be in clear bags.	No
ETOBICOKE	Yes	Weekly	All yard waste	Yes	No

Schedule E

SURVEY OF MUNICIPALITIES THAT HAVE BANNED GRASS CLIPPINGS

Numerous Ontario municipalities currently have some type of grass ban in place. The following lists some of these municipalities.

Halton Region

Grass clippings are accepted if delivered to one of two depots. If material is delivered by a resident to the regional depot a $5.00 fee is charged for loads up to 150 kgs. If more than 150 kgs. are delivered, the resident is charged $150.00/tonne. The City of Burlington's May 25, 1993, by-law states that the City will not pick up grass clippings at curbside. The Town of Oakville's grass clippings ban has been in place since April 1, 1993. The ban was proposed and endorsed by the Citizens Waste Management Advisory Committee.

Region Municipality of Kitchener-Waterloo

Five of 7 area municipalities have banned the curbside collection of grass clippings. Residents can, however, deliver material to three depots. The City of Waterloo has had a grass clippings collection by-law in place since January, 1993, however, residents still have 12 curbside collection days available to them if material is placed at the curb in kraft paper bags. Woolwich Township enacted a by-law in July 1992, banning grass clippings from being curbside collected. The Township of Wilmot's waste haulage contract specifies that grass clippings will not be curbside collected.

County of Northumberland

All 15 area municipalities have private collection of residential waste. Most of the collection contracts state that curbside collecting of grass clippings will increase the municipalities costs dramatically. Grass clippings are therefore not collected at curbside but residents can bring the material to the composting facility.

Clarence Township

Grass clippings are not collected at curbside; residents must bring this material to a depot (A By-law was enacted in 1992).

Municipality of Clarington

Grass clippings are not collected at curbside. A By-law was enacted in 1991. Grass is accepted at a transfer station for composting.

Pittsburgh Township

Since August 1991 grass clippings have been banned from collection but will be accepted at the compost site if delivered.

SCHEDULE B



SIZE APPROX. 16" (.40 m) DIAMETER

City of HAMILTON

Project **LEAF & YARD WASTE COMPOSTING PROGRAM**

Title **DECAL FOR OTHER PUBLIC WORKS VEHICLES**

Date **SEPT. 1994**

Scale **N.T.S.**

Dwg. No.

SURVEY DONE BY THE WORKS DEPARTMENT CITY OF WINDSOR

CITY	FALL LEAF COLLECTION	FREQUENCY	OTHER YARD WASTE	EMPTY BAGS @ CURBSIDE	YARD WASTE DROP OFF DEPOTS
BRANTFORD	Yes	Each Week for 7 weeks	Not with leaves. Brush collection mid Apr. 2 wks.	Yes	1–At landfill. Two loads per day under 200 Kg. – FREE
GUELPH	Yes	1 week/year	4 times per year grass–brown bags brush–bundled	No bags. Vacuum system	1 – At landfill
LONDON	Yes	Treed areas–2–3 collection/fall New Areas – 1 collection/fall	Brush – 1 – Fall 1 – Spring	Brown Bag collection system	5 locations
NIAGARA FALLS	Yes	3 collections/fall	No	Yes	1 – At Transfer Station
OAKVILLE	Yes	3 collections/fall	Brush program, Apr. 10 – Oct. 1 collection/month	No bags, Vacuum system	1 – At landfill
OSHAWA	Yes	Bi–weekly over 6 weeks. Each have 3 collections	Yes	No	1 –at transfer Site – roll out container
SARNIA	Yes	Spring – 6 coll. Fall – 6 coll.	Grass & leaves designated weeks	No	1 – At Landfill
STRATFORD	Yes	3 Fall collections	Clear bags – May – October grasscycling	No	1 – At landfill

WEEK 1
Week 1
Week 2
Dividing Line
LEGEND
DAY ONE
DAY TWO
DAY THREE
DAY FOUR
DAY FIVE
ONE SIDE OF STREET
N.T.S.
January 1996
City of HAMILTON
CITY OF HAMILTON
Leaf and Yard Waste Collection Routes (Week 1)
HIGHWAY NO. 5 E
OLD GUELPH RD
HIGHWAY NO. 6
PATTERSON RD
VALLEY RD
YORK RD
OLYMPIC DR
COOTES DR
MAIN ST W
HIGHWAY NO. 403
OSLER DRIVE
HIGHWAY NO. 403
MAIN ST W
HIGHWAY NO. 403
SCENIC DR
MOHAWK RD W
GOLF LINKS RD
OMNI DR
SOUTHCOTTE RD
HIGHWAY NO. 53
EASTER RD
YORK BV
YORK ST
DUNDURN ST N
QUEEN ST N
BAY ST N
JAMES ST N
JOHN ST N
VICTORIA AVE N
WELLINGTON ST N
BURLINGTON ST E
INDUSTRIAL DR
BARTON ST W
BARTON ST E
KING ST W
KING ST E
MAIN ST W
MAIN ST E
ABERDEEN AV
BEECHWOOD AV
JAMES MOUNTAIN RD
BELVIDERE AV
CONCESSION ST
MOUNTAIN BROW
FENNELL AV W
FENNELL AV
FENNELL AV E
UPPER PARADISE RD
GARTH ST
WEST 5TH ST
UPPER JAMES ST
UPPER WELLINGTON ST
UPPER SHERMAN AV
UPPER GAGE AV
MOHAWK RD W
MOHAWK RD E
MOHAWK RD
LIMERIDGE RD W
LIMERIDGE RD E
LIMERIDGE RD
UPPER HORNING RD
STONE CHURCH RD W
STONE CHURCH RD E
RYMAL RD W
RYMAL RD E
CHRISTIE ST
MOUNTAIN RD
QUEEN ELIZABETH WY
OTTAWA ST N
KING ST E
LAWRENCE AV
GAGE AV S
GAGE AV N

WEEK 2
Week 1
Dividing Line
Week 2
QUEEN ELIZABETH WY
BEACH BV
QUEEN ELIZABETH WY
INDUSTRIAL DR
BURLINGTON ST E
BARTON ST E
KING ST
MAIN ST E
QUEENSTON RD
CHARLTON AV E
LAWRENCE RD
CONCESSION ST
MOUNTAIN BROW BV
FENNELL AV E
MOHAWK RD E
UMERIDGE RD E
MUD ST W
HIGHLAND RD W
RYMAL RD
WOODWARD AV
PARKDALE AVE N
QUEENSTON RD
KING ST W
LAKE AVENUE DR
PARAMOUNT DR
FIRST RD W
UPPER SHERMAN AV
UPPER WELLINGTON ST
UPPER WENTWORTH ST
UPPER OTTAWA ST
UPPER KENILWORTH AV
WELLINGTON ST N
WENTWORTH ST N
SHERMAN AV
OTTAWA ST N
KENILWORTH AV N
BELMORE AV
HORLEY CUT
LEGEND
DAY ONE
DAY TWO
DAY THREE
DAY FOUR
DAY FIVE
ONE SIDE OF STREET
Drawn RH
Date January 1998
N.T.S.
City of HAMILTON
CITY OF HAMILTON
Leaf and Yard Waste Collection Routes (Week 2)

RESULTS FROM LEAF AND YARD WASTE QUESTIONNAIRE IN THE HAMILTON SPECTATOR
182 Respondents

1.	55% in favour of banning grass clippings	***60% overall**
2.	80% in favour of a grass recycling program	***83% overall**
3.	90% in favour of a separate collection on an every other week basis	***88% overall**
4.	a) 77% in favour of clear plastic bags	***80% overall**
	b) 25% in favour of paper bags	***30% overall**
	c) 75% in favour of using reusable containers	***77% overall**
5.	70% in favour of making available for $1.00 a vinyl stick-on logo to designate certain containers.	***65% overall**

* combined results from both surveys

Based upon staff perspectives and the survey results, the best option for this community is a combination of the following:

- *"drop off" locations as is now available at all transfer stations,*
- *a backyard composter program as now provided by the Region,*
- *a separate collection program (bi-weekly)*
- *a grass recycling campaign*

The Region anticipates being capable in June/July 1996 of accepting the City's leaf and yard waste at the Glanbrook landfill site providing that the material is delivered to the transfer stations separate from other waste and with no plastic bags. It is recommended that our regular program will commence each year on April 15. In 1996 however, a date of September 16 is recommended to allow ample time to facilitate increased public awareness through education, advertising, ordering stickers (denoting reusable containers) and to coincide with the operational start up of the Regional composting facility.

The program as proposed will be undertaken within previously approved funding levels with no increase to the Sanitation budget and with no full time staffing increases.

Based upon an adherence to the program as identified in the recommendations there will be no increase in staffing or funding. Of primary importance are the principles of every other week collection and the prohibition on collecting grass clippings.

The benefits to the community will be realized in long term financial and environmental savings. The composting of leaf and yard waste will save valuable landfill space while creating a reusable commodity.

The prohibition on collecting grass clippings will reduce the costs of collecting and disposing of approximately 8,000 tonnes of material each year. Most municipalities have banned grass clippings in recognition of the positive environmental aspects of composting (see Schedule E).

It should be noted that while initially there are increased operational costs for the separate collection of leaf and yard waste, the tipping fee for leaf and yard waste is approximately 50% of the tipping fee for regular household garbage. The reduced cost of disposing of leaf and yard waste more than offsets any incremental separate collection costs.

BACKGROUND:

The City of Hamilton has been mandated by the Provincial Government to divert leaf and yard waste from the landfill site or incineration. Historically leaf and yard waste has comprised 20 to 30 percent of household waste collected by our City forces. The biggest issue that we face is what to do with grass clippings.

Recognizing that there are many problems associated with the collection of grass clippings most municipalities are opting to ban them from curbside collection. Bagged grass clippings tend to become anaerobic rapidly and combined with the summer heat they can become an odour/rot problem in very short order.

Public Works and Traffic Department staff have recorded a 20% reduction of grass clippings in 1995 from the previous year's tonnage. This reduction can be attributed to a number of different sources including a modest City of Hamilton information campaign to encourage residents to reduce, reuse and recycle grass clippings and also from a heightened awareness from other outside agencies promoting composting and mulching. A more intensive advertising campaign informing residents of the grass clipping ban will be instituted this year.

As previously stated this program must make participation as convenient as possible for the resident. This campaign being recommended has been conceived after careful evaluation of all of the facts and an extensive public consultation process, in order to make household separation and curbside collection as efficient and economical as possible.

CFE/RG/rb

c.c. C. Firth-Eagland, Manager, Streets & Sanitation
c.c. A. Marshall, General Foreman, Sanitation
c.c H. Kerwin, Foreman, Sanitation
c.c. P. Dunn, Waste Management, Environmental Services

5.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 3, 1996

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: J.G. Pavelka, P.Eng.
Chief Administrative Officer

SUBJECT: Upper Ottawa Landfill Site

RECOMMENDATION:

(a) That the Transport and Environment Committee appoint a representative who will work with the Region in the landfill site remediation/environmental monitoring operations for the Upper Ottawa Landfill Site to ensure that the Region's actions harmonize with the City's current and future operation and neighbourhood plans; and,

(b) That Region be requested to consider the above recommendation, and requested to forward a summary report to the City on the environmental issues as they understand them, with associated proposals for remedial action.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The financial/staffing and legal implications are evolving and will be significant over time. See Below.

BACKGROUND:

At the regular meeting of the Transport and Environment Committee held August 17, 1995, the Committee received a report from the CAO which outlined the history of this site. The Region is the current owner and has a 1978 resolution to transfer all landfill sites upon closure to the area municipality.

September 19, 1994 the Senior Director of Environmental Services for the Region wrote to the CAO advising him that the Region was undertaking steps to complete the transfer.

The City's Transport and Environment Committee received the CAO's report of

August 17, 1995 and both Committee and Council at its August 29, 1995 meeting concurred in the following:

(a) That the City's Chief Administrative Officer establish an interdepartmental review team to evaluate the cost/benefits of the proposed transfer of ownership of the Upper Ottawa Landfill Site to the City, recognizing that the evaluation will include but not be limited to the following issues:

(i) the status of outstanding debt/ debenture for capital works completed, in progress and projected as necessary to ensure the integrity and function of the landfill site;

(ii) options for environmental impairment liability through insurance via the Region or indemnification agreements which protect the City against environmental liabilities;

(iii) comprehensive site planning to establish realistic end use options recognizing current constraints, regulations and public perceptions for landfill sites;

(iv) capital and current budget implications for end use alternatives; and

(v) a review of land transfer boundaries to reflect optimum current use and proposed end use.

(b) That the Region of Hamilton - Wentworth be advised that the City of Hamilton will not accept the transfer of the landfill site prior to completing this review.

September 29, 1995 the Region's Environmental Services Committee received a report recommending the hiring of a consultant to conduct test wells and associated assessments for leachate pumping, removal and monitoring at this site for a total cost of $62,835.30

DISCUSSION

In the fall of 1994 the City was reminded by the Region that it was their intention to transfer ownership of the landfill site. They cited that all appropriate Council resolutions (circa 1987) were in place and that they were in the process of executing the quit claim deeds. Unfortunately one condition agreed upon was the Region obtaining environmental insurance. We were informed by Regional officials that this condition could not be fulfilled. As a result, the City through it's Transport and Environment Committee initiated the review process.

PROBLEMS

- no uniformity across province; governed by municipal by-laws:
    - signage
    - fines
    - meter payment
    - parking time

- all parking in H-W is free for MTO permit holders, with no time limits

- loose eligibility criteria for MTO permit
- permits issued for 5 years without review

- flyers placed by citizens on windshields of offending vehicles poses liability/safety concerns

- possibility of able-bodied persons someone else's permit and parking for free all day

- all day parking with visible permit by people with disabilities who may not have all day business at that location

- when parking is free for disabled, lot owners may be reluctant to designate adequate spaces because of lost revenue (people parking all day)

- enforcement: big fine vs little fine -- big fine is deterrent, but proprietors may be reluctant to contact by-law officer for fear of loosing customer; little fine may not be a deterrent

- warnings vs enforcements: parking lot owners, or merchants may warn illegal parkers; others may request immediate enforcement (inconsistency)

- high cost of infrastructure changes ie: lowering metres, making curb cuts, amount of space required for disabled spots

- %age of disabled spaces required, size required (again, cost factor),

- public not knowing where to go with complaints

- municipal jurisdictions: licensing, zoning, planning, building

- scooter/wheelchair parking: where do people leave their mobility devices?; how does this affect vehicular parking?

SUGGESTED ACTIONS:

EDUCATE
ENFORCE
LEGISLATE

How?

EDUCATE OURSELVES:

- through contacts with colleagues in other municipalities, Traffic Conferences ie: London has all metered parking, but has lowered the metres, experimented with "drop-coin" technology; City of York is investigating fine structure; we'll ask through internet how people with disabilities in other municipalities fare...

EDUCATE OTHERS:

- Citizen groups/individuals could mail letters rather than place brochures on offending vehicles (there are privacy problems however)
- Letters informing about H-W signage, size/number of spaces, could be sent to businesses applying for licensing
- Letters could be sent to operating businesses not having spaces or H-W signage, asking them to consider designating same
- Letters could be sent to physicians regarding eligibility criteria (through MTO?)
- CAA would be willing to consider articles for publication
- People with disabilities should be informed about proper signage, differences among municipalities, abuses, possibly through UDC Newsletter, internet, other groups/agencies representing people with disabilities and seniors
- Information Brochures could be developed for public use: ie: which department regulates, changes zones, etc. with phone numbers, locations

ENFORCEMENT:

- increasing number of tickets is always a possibility, but manpower limits ability to "catch" everyone
- different coloured MTO permits might aid enforcement in situations where non-disabled people are misusing a permit ie: yellow, with visible date of expiry, for temporary disabilities, another colour for longer period, etc...

LEGISLATION:

- work with other groups (The Ontario Traffic Conference, CAA) to lobby for changes in MTO eligibility criteria, permit design, provincial consistency
- work collaboratively within H-W to examine consistency in zoning by-laws, official plans

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1996 May 16

REPORT TO: Chairman and Members
Regional Advisory Committee on Services for Seniors

FROM: Wendy Kowalski
Social Policy Analyst
Department of Community Services

SUBJECT: Parking for Persons Owning Disability Parking Permits

RECOMMENDATION:

That staff be directed to draft amendments to Regional Roads, City of Hamilton and Parking Authority by-laws to incorporate time limitations for parked vehicles displaying MTO disability permits

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

At the direction of the Regional Advisory Committee for Persons with Physical Disabilities, a Working Group began meeting in October, 1995 to investigate the problem of vehicles without disability permits parking in spaces designated for Ministry of Transportation (MTO) Disability permit holders.

The Working Group consists of the following members:

Councillor Geraldine Copps	Chairman
Ms. Martha Moyer	Member, Advisory Committee
Ms. Carol Sheppard	Citizen, Hamilton
Ms. Pauline Mitchell	Public & Government Affairs, HAC
Ms. Wendy Kowalski	Regional Community Services Dept.
Mr. Guy Corsini	Hamilton Parking Authority
Mr. Bill Young	Hamilton Traffic Department
Mr. Paul Buckle	Hamilton Traffic Department
Mr. Bill Christensen	Hamilton Traffic Department

Initial group meetings were exploratory in nature. Problems were identified and suggestions for future action were made (see attached Notes from the meeting of November 1, 1995). While Members have continued to gather information about disability permit parking from the Ministry of Transportation, the Ontario Traffic Conference meetings and other municipalities in Canada, they have identified one problem area for immediate resolution.

City operated and metered street parking is free for vehicles displaying disability permits. Prolonged parking of permitted vehicles raises the possibility that some of these vehicles may be driven by people not having a disability.

This possibility has become more apparent since the opening of the GO Station on Hunter Street. A number of vehicles displaying disability permits are now parked for up to 10 hours per day in the area of Hughson and Hunter Streets. Of note is the fact that Regional Community Services employment offices are located across from the GO. The new profusion of permitted vehicles is preventing consumers with disabilities from accessing the employment services.

People with disabilities having legitimate business at certain locations should be ensured of access to parking. The Working Group suggests that time limited parking be considered as a deterrent for people who may be using disability permits inappropriately.

prepared by: WK

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Ralio, Deputy Clerk

June 7, 1996

OFFICE OF THE CITY CLERK
JUN 07 1996
REC. BY ..... DATE .....
REF'D. TO ..... DATE .....
REF'D. TO K.C. DATE .....
REF'D. TO ..... DATE .....
ACTION: F.Y.A.

Mr. J. Schatz, Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Re: Health and Social Services Committee Report 11-96 - Item 17

Subjoined, please find Item 17 of Report 11-96 of the Health and Social Services Committee which was approved by Regional Council at its meeting held on Tuesday, June 4, 1996.

17. 3 Hour Time Limitation for Parked Vehicles displaying Ministry of Transportation (MTO) Disability parking Permits at Parking Meters

a) That By-laws R89-038 (Regional) and 89-72 (City of Hamilton) be amended to incorporate a time limitation of 3 hours for parked vehicles displaying (MTO) Ministry of Transportation Disability stickers at parking meters on Regional Roads;

b) That this recommendation be forwarded to the Regional Transportation Services Committee and the City of Hamilton's Transport and Environment Committee for consideration;

c) That the Regional Chairman be requested to forward correspondence to the Minister of Transportation encouraging the review of the criteria utilized for the issuing of MTO Disability Stickers;

d) That this resolution be forwarded to the Area Municipalities for information.

New Business #1 (Attachment)

Your assistance in forwarding the attached to the Transport and Environment Committee for consideration is appreciated.

Yours truly,

Mary L. Gallagher
Legislative Assistant

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

A task force was established with the following participants:
J.G. Pavelka, Chairman
P. Noé Johnson, A. C. Ross, C. Firth-Eagland
W. Plessl, M. Watson, M.L. Tanner

The initial undertaking was to tour the site on May 10, 1996; Additional tasks taken by your task force were to confirm as follows:

location and ownership of the landfill site and adjacent properties
status of previous landfill sites already closed
the region's responsibility for capital funding for the site
the region's current and ongoing remedial plans for the site
review of the City's land use planning and potential end uses for the site, ranging from passive open space to recreational
review of the City's 10 year Capital forecast for parkland development
ownership options and precedents (eg surface lease, pipeline and rail trail arrangements)
canvas SW Ontario areas for common practise on the devolution of closed sites.

The current review of the Upper Ottawa landfill site must be extended to other sites, previously closed and those still operating. Regardless of governance structure in place at any given time, it is in the citizens' best interests that their local representatives take a lead role in the management of their environment. While the City may have a direct interest in the end use once the lifespan of the landfill site as a waste disposal location has expired (thus ending the Region's direct interest), this does not preclude but rather highlights why the City as end user must be cognoscente of the proper environmental management currently underway by Regional officials.

Description of the Site

The former Upper Ottawa St. Landfill Site is located within the Trenholme Neighbourhood and bounded by Upper Ottawa Street, Limeridge Road, Stonechurch Road and the former railway corridor on the east. The former landfill site is located in the south-east corner of the neighbourhood as illustrated on the land ownership plan attached as Schedule 'A'. The former landfill site is an irregular shaped mound rising to an elevation of 17m above the surrounding grade and 32m higher than Red Hill Creek which bounds the former landfill site on the north. The top of the mound has a relatively flat plateau with a surface area of $\pm$5.6 ha., while the whole site covers an area of $\pm$20 ha. All side slopes have been graded to a uniform slope of 1 vertical to 4 horizontal with a plateau 5m wide around the mound, between elevations 202m to 204m which services as an access road around the site. The majority of the site is covered with grass and a number of sparsely distributed small trees growing on the slopes.

Land Ownership

The land ownership plan (Schedule 'A') illustrates the east-west freeway alignment presently under construction within the proposed 75m/90m wide corridor. The City presently owns a number of land parcels within the Trenholme neighbourhood as follows: Fire Station No.5, Forestry Yard, Traffic Operations Centre, Simulated Fire and Rescue Complex, and Trenholme Park. The city currently has a lease agreement with the Region to use the triangular shaped land parcel on the west side of Tremholme Park for park use. We understand that when the land ownership for the Freeway project is finalized, this portion of the park along with other lands will be deeded to the City.

Park Land Requirements

The lands between Limeridge Road and the East-West Freeway are primarily residential with a 1994 population of 1,428 and under the Official Plan policy, requires 1.43 ha of parkland. Trenholme Park is 2.90 ha in size, providing sufficient parkland for the neighbourhood. In addition the neighbourhood is well situated with a large City wide park situated to the north (Mohawk Sports Park) and large open space lands in Mount Albion, Kings Forest and Red Hill Creek Valley located to the east.

ENVIRONMENTAL ISSUES

Complex environmental impacts of landfilling the Upper Ottawa Street site dominate all considerations in the management of this public responsibility. Obtaining environmental integrity and meaningfu- public access requires a long term commitment to proper planning, funding, infrastructure development and maintenance.

Significant environmental liabilities include leachate and gas emissions, settlement, erosion and slope instabilities. Emissions and settlement will continue over considerable periods of time and as with settlement are caused by the degrading and consolidation of the landfill from very steep gradients and the aggravation of the north slope of the landfill done by the Redhill Creek.

The Red Hill Creek has been moved at least once from its original course, northerly, to facilitate greater landfill space and flows in contact of the landfills north side. The refraining wall structure is in need of capital improvements to better control the erosive action of the creek and stabilize the very step adjacent 1:1 slope of the landfill.

Gas emissions are collected from the site through a series of wells and collectors which culminate in an on site incinerator. The methane collection system is generally located in the southern portion of the site and the incinerator is located adjacent to the Public Works Forestry Yard. There are numerous methane monitors on site and the Region is actively maintaining and monitoring this system.

Leachate is collected on all sides other than the north slope adjacent to the Red Hill Creek. Leachate is diverted to the sanitary sewer line along Stone Church Road, with treatment occurring at the Woodward Avenue Sewage Treatment Plant.

Leachate emissions are now known to exist along the toe of the north slope at the Red Hill Creek. Capital improvements are forecasted which will capture this leachate and provide erosion control/slope stabilization adjacent to the creek.

These pending improvements will be detailed in an upcoming Regional staff report for the consideration of the Region's Environmental Services Committee.

To illustrate the potential environmental liabilities of this landfill, the following details from a report entitled "Upper Ottawa Street Landfill Site Study, Final Report, May, 1986" is provided.

The Upper Ottawa Landfill was closed in October 1980 and up to that time operated under Certificate of Approval No. A130103. It is estimated that landfilling started at the site in 1952. The City of Hamilton took ownership of the site from a private land owner in 1960 and transferred ownership to the Regional Municipality of Hamilton-Wentworth in 1975. The site was a large operation which accepted all types of non-hazardous wastes including liquid industrial wastes. A study in 1977, estimated that the site received in the range of 750,000 to 800,000 tonnes of waste per year. From the 1950's to the 1980's, the site operation was converted from an open dumping operation to a landfilling operation which employed the progressive ramp method of landfilling. Most recent operations at the site involved compaction of wastes into cells and covering exposed wastes at the end of each day with 15 centimetres of daily cover. Daily cover material consisted of industrial steel wastes and other industrial by-products and excavation materials. According to assessment records provided by the Region, the site property is owned by the Region.

A unique feature of this site was the large quantities of liquid industrial wastes accepted for processing and disposal. The site accepted approximately 2.5 million litres/year of liquid industrial wastes. It has been reported that these wastes were either poured over solid garbage at the working face or buried in containers. In 1976, a solidification/fixation facility was established at the site to process liquid industrial wastes before disposal. This facility transformed inorganic liquid wastes into solid form.

It has also been reported that wood wastes received at the site were burned at one time.

A closure plan was developed in 1980 and consisted of the following components:

- slope stabilization,
- placement of final cover (minimum 60 to 100 cm of clay material) and hydroseeding of grass,
- construction of a retaining wall on the north slope to protect the Red Hill Creek,

- installation of methane gas vents,
- provisions for monitoring of surface and groundwaters and gas migration.

Further to the ongoing monitoring and remediation works necessary to ensure the integrity of this site as a closed landfill, section 46 of the Environmental Protection Act may require that additional safeguards are necessary in order to allow public access.

Detailing these requirements will be pursued and as with the experiences staff gained in remediating the former Lax property into Bayfront Park, this process will take considerable time to complete. It is unlikely that public access can be achieved in the near future.

PLANNING ISSUES:

Regional Official Plan

The Official Plan for the Regional Municipality of Hamilton-Wentworth requires area municipalities to identify former landfill sites as "Landfill Constraint Areas". The Regional Official Plan also requires Area Municipalities to refuse land use changes in the Landfill Constraint Areas unless the Ministry of Environment and Energy provides written permission under the Environmental Protection Act.

City of Hamilton Official Plan

The lands are currently designated "Open Space" on the City's Official Plan. Transfer of the ownership of the lands is addressed through policy B.2.4.5, which states:

> "Council will cooperate with the Region, during the final stages of disposition of the sanitary landfill site on the East Mountain, to consider its potential use for recreational purposes. Accordingly, consideration will be given, but not limited to, the contouring of the lands. This will be carried out in a manner that is environmentally acceptable and subject to the approval of the Ministry of the Environment."

Official Plan Amendment No. 80, which is currently under appeal, introduced more stringent policy requirements to address the issue of former landfill sites, including the Upper Ottawa site. The policies in Amendment No. 80 are consistent with the requirements of the Region's Official Plan. The new landfill policies are:

> "Landfill Constraint Areas are those lands which are known former municipal or industrial waste disposal sites. If effective control measures have not been implemented at the site, then

methane gas and leachate can migrate laterally from the perimeter of the site. Methane gas and leachate can be generated in quantities and concentrations, which can pose a risk to property and human health and safety. It is therefore appropriate to include policies to ensure due caution is exercised in the development/redevelopment of affected lands. Further, Environmental Protection Act requires that approval for any use of a waste disposal site within 25 years of its closure be obtained in writing from the Minister of the Environment.

3.5.1 Where development is proposed within 500 metres of lands shown as 'Landfill Constraint Areas' on Schedule "I":

(a) the City, the Region and the Ministry of the Environment will be consulted regarding actions necessary to identify and mitigate any potential adverse environmental effects; and,

(b) to facilitate a recommendation by the Ministry of the Environment to the appropriate approving authority, evidence will be provided to the City and to the Ministry that such development, including the construction of buildings, structures, and underground utilities and services, as well as hard surface paving, can safely take place.

3.5.2 No uses, except those approved by the City, and in writing by the Minister of the Environment pursuant to the Environmental Protection Act, as amended, will be permitted on lands used for waste disposal purposes within 25 years of termination of such use."

A separate schedule, which identifies the landfill sites, was also introduced into the Official Plan. Twelve former landfill sites are identified on this schedule, including the Upper Ottawa Street facility. Of these twelve, three are City parks/open space; the balance are vacant land.

It is clear from the amendments to the Official Plan introduced in Amendment No. 80 that the Ministry of the Environment and the City are taking a more serious approach to the re-use of former landfill sites. The primary issues dealing with methane gas and leachate should be addressed in order to fulfil the policy requirements of Official Plan Amendment No. 80. Although this Amendment has not been approved by the Ontario Municipal Board, the revised Landfill Constraint Area policies are the current policy of Council.

Neighbourhood Plan

The lands are designated "Open Space" and "Industrial" on the approved Trenholme Neighbourhood Plan. The Trenholme Neighbourhood includes the landfill site, the Traffic Operations Centre and industrial uses located on Stone Church Road. To the north of the site, across the Red Hill Creek and the Expressway, is Trenholme Park and a small area of single-family residential homes.

The neighbourhoods to the south and east of Trenholme Neighbourhood are largely industrial. The area northeast of the site is the Expressway interchange at Arbour Road. The neighbourhood to the west of Trenholme Neighbourhood (Quinndale) is chiefly residential in nature.

Zoning By-law No. 6593

The landfill site is zoned in two categories: "A" (Conservation, Park, Recreation, and Open Space) District and "M-13" (Prestige Industrial) District. The "M-13" zoning applies to the lands fronting on Stone Church Road; the balance of the site (essentially from the table lands in the centre of the landfill and north to the Expressway) are in the "A" zoning category.

Site Development

Parks Division staff has undertaken a preliminary review of this site and based on the abundance of neighbourhood ad community park lands within the area, has determined that intensively developed park lands are not required for neighbourhood use on this site.

In reviewing the City wide multi-use pathway system, the Trenholme Neighbourhood/former Upper Ottawa landfill site is the junction for the following pathways:

- east-west park corridor south East-West Freeway (T.B. McQueston Park to Upper Ottawa Street)
- Escarpment Rail Trail (Wentworth Street to Trenholme Park)
- Red Hill Valley Rail (Lake Ontario to Albion Falls)
- Rail Trail proposed by Hamilton Region Conservation Authority (Mount Albion to Caledonia)

On this basis staff has prepared a conceptual development plan for the former Upper Ottawa Landfill site which involves the following major components:

- multi-use trail system connecting the four major trails identified above

including the bridge across Red Hill Creek and the East-West Freeway
- multi-use trail system on site including a path on the 5.0m wide plateau surrounding site
- tree planting on all slopes (native species)
- access road and parking
- signage
- the plateau has been left as an undeveloped meadow, but could be used at a future date where the activity needs a controlled surrounding

The proposed concept is illustrated on the schematic plan attached as Schedule 'B'. The estimated construction cost for implementing this proposal is $1.4 million based on an estimate of $690,000.00 for the bridge across Red Hill Creek and the East-West Freeway. This estimate is also based on the assumption that the Region will add additional topsoil to the site, as present soil conditions at specific locations cannot support vegetation.

The resultant current costs for annual maintenance of the site assuming the site is left in a natural condition with minimal grass cutting are estimated to be $15,000.00.

No funds exist within the 1996 - 2005 Provisional Capital Budget Program at present to undertake development of this site.

FINANCIAL IMPLICATIONS

Note: in the resolution from Regional Council in 1978, it was decreed that " each Area Municipality would assume any continuing debt or obligation against the property." Therefore your task force will be reporting on the status of outstanding Debt/Debenture for capital works completed, in progress and projected as necessary to ensure the integrity and function of the landfill site.

All debentures related to the project have been retired. Included within the Region's present Capital Budget and Forecast, as advised by Regional Finance staff, are the following projects:

- Leachate collection Wells/Leachate removal (work in progress)

1996	$1,550,000
1997	11,000

- Slope Stabilization and Regrading

1997	$1,697,000

These projects are to be funded through internal financing which involves the repayment of reserve fund financing over a period of years. Your task force representatives will be working closely with regional financial staff for an accounting and projection.

TERMS/CONDITIONS AND LEGAL TITLE

There have been several forms of land ownership agreements that have been used in property matters between the City and the Region over the past few years. These agreements range on the one hand, from complete transfer of title (fee simple), either through fair market value or at nominal ($1) consideration or by deed or quit claim, to on the other hand, some form of "shared" use or ownership such as a long term lease, or a mere license to occupy the surface. Where you have the shared form of land ownership/use it has been either exclusive possession of the property by the tenant (non-owner) or it has allowed one to occupy the surface portion while the other has the underground portion (as in the pipes).

For example, the City has sold at fair market value some road widenings to the Region and others at actual cost or at nominal ($) consideration. The City has also sold a permanent underground easement in Eastwood Park to the Region, while retaining ownership of the Park for surface recreational purposes. The Region has agreed to lease for nominal consideration, the surface of its Hamilton Waterworks Pipeline Property to the City for park purposes, while retaining ownership, for purposes of its buried water pipeline. There is some dispute with respect to resurfacing/relandscaping costs if the land is disturbed by water line maintenance.

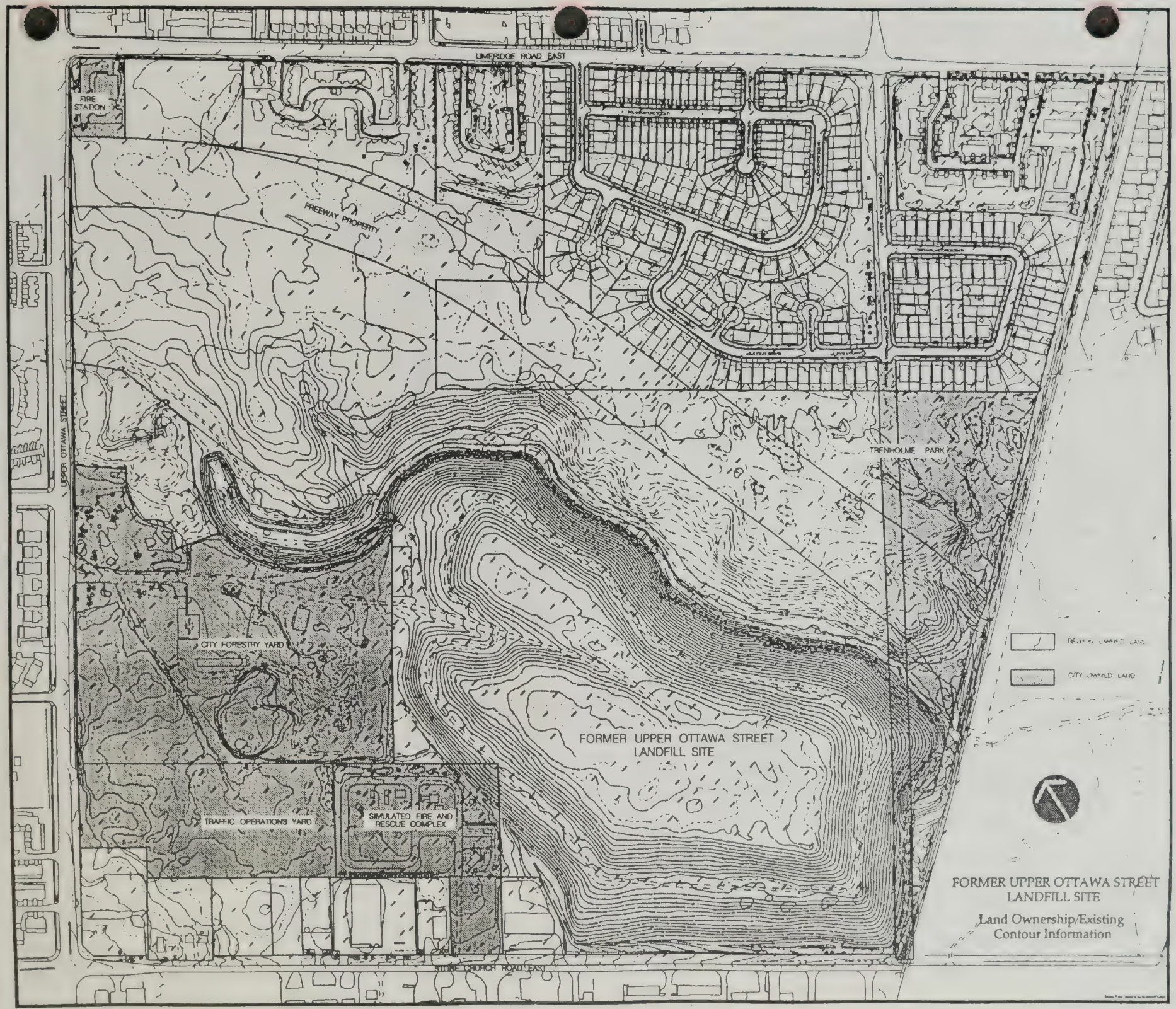
In summary, whether the City or the Region retains ownership while the other acquires a working easement, lease or licence to occupy, the terms of any shared land use or ownership, including indemnification required, is to be determined on a site specific basis.

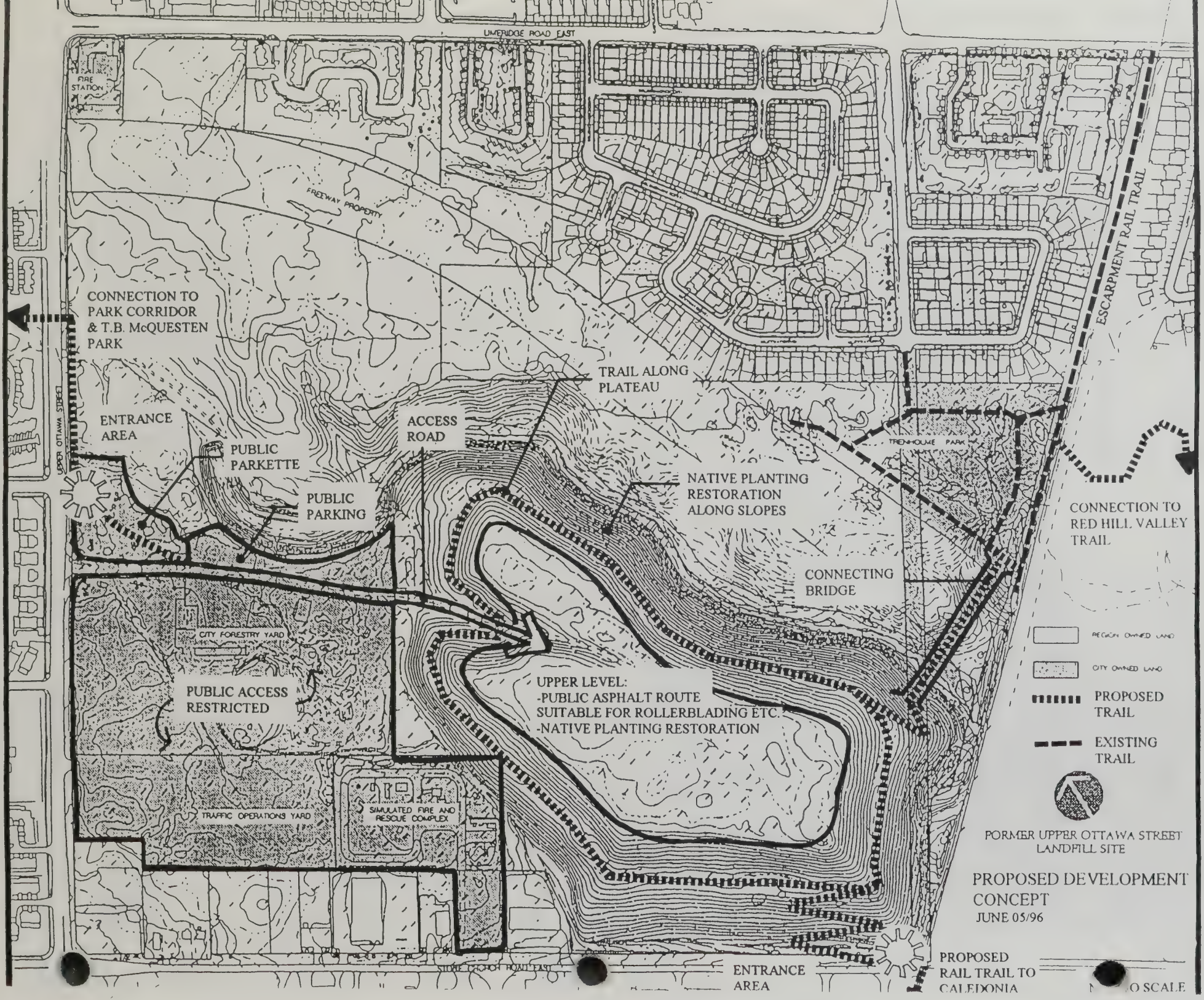
The Committee and Council have put the decision on acceptance of this site on hold pending the remedial environmental work and the findings of its task force. As the full scope of the legal and financial impact becomes clarified, we will be reporting back with the most appropriate form of transfer for this site, including additional environmental approvals necessary to change use from landfill site to any other use.

EXAMPLES FROM OTHER SOUTH WESTERN ONTARIO MUNICIPALITIES

We are in the process of contacting such areas as: Halton, Burlington, Niagara, Oshawa, Durham, Peel to determine if and how former, now closed landfill sites are transferred to the Area Municipality. If a landfill site was operated and closed by an area municipality before the creation of a region, it remained a local municipality's responsibility. If on the other hand, a landfill site were operated by a region, the regions are empowered to maintain parks and parkland, thereby providing for the same end use proposed.(see section 53 of the Regional Municipality of Hamilton Wentworth Act which mirrors the Municipal Act provision). Former landfill sites are normally not suitable for other development.

Your task force will formulate recommendations for Committee's consideration on the end use options and timing of such, taking into account the results of our findings from other jurisdictions.


LIMERIDGE ROAD EAST
FIRE STATION
FREEWAY PROPERTY
UPPER OTTAWA STREET
TRENHOLME PARK
CITY FORESTRY YARD
FORMER UPPER OTTAWA STREET LANDFILL SITE
TRAFFIC OPERATIONS YARD
SIMULATED FIRE AND RESCUE COMPLEX
STONE CHURCH ROAD EAST
FORMER UPPER OTTAWA STREET LANDFILL SITE
Land Ownership/Existing Contour Information


UMBRIDGE ROAD EAST
FIRE STATION
FREEWAY PROPERTY
ESCARPMENT RAIL TRAIL
CONNECTION TO PARK CORRIDOR & T.B. McQUESTEN PARK
UPPER OTTAWA STREET
ENTRANCE AREA
PUBLIC PARKETTE
PUBLIC PARKING
ACCESS ROAD
TRAIL ALONG PLATEAU
TRENHOLME PARK
NATIVE PLANTING RESTORATION ALONG SLOPES
CONNECTING BRIDGE
CONNECTION TO RED HILL VALLEY TRAIL
CITY FORESTRY YARD
PUBLIC ACCESS RESTRICTED
UPPER LEVEL:
-PUBLIC ASPHALT ROUTE SUITABLE FOR ROLLERBLADING ETC.
-NATIVE PLANTING RESTORATION
TRAFFIC OPERATIONS YARD
SIMULATED FIRE AND RESCUE COMPLEX
REGION OWNED LAND
CITY OWNED LAND
PROPOSED TRAIL
EXISTING TRAIL
FORMER UPPER OTTAWA STREET LANDFILL SITE
PROPOSED DEVELOPMENT CONCEPT
JUNE 05/96
ENTRANCE AREA
PROPOSED RAIL TRAIL TO CALEDONIA
NO SCALE

Schedule 'B'

CITY OF HAMILTON

6.

- RECOMMENDATION -

DATE: 11 June 1996
File No. TEC-111-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 28 Village Drive - Fence on the City Road Allowance

RECOMMENDATION:

That no action be taken on the request to remove the fence situated on the City road allowance of Adorn Court adjacent to 28 Village Drive.

T. Hurst B. Hurst for D. LOBO.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

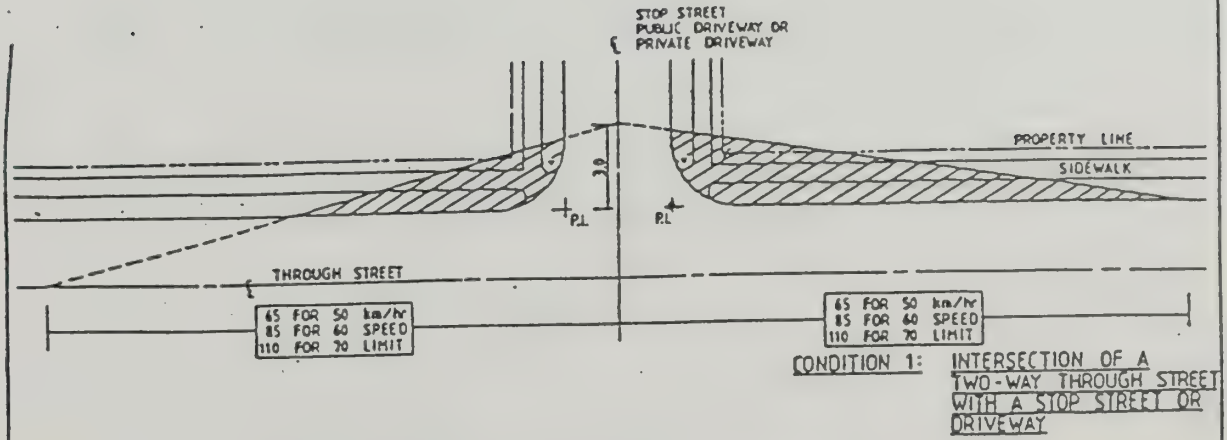
Alderman Chad Collins has advised of concerns by Mr. Claudio Sciullo, 7 Adorn Court, regarding a fence on the City road allowance adjacent to 28 Village Drive.

The Regional Roads Department reported to the Transport and Environment Committee, at it's 1994 December 05 meeting, respecting a request to remove the fence from the road allowance at No. 28 Village Drive. City Council policy, for many years, has been to take no action with respect to such encumbrances unless they pose a safety hazard to pedestrian or vehicular traffic. The Roads Department reported that the fence "does not provide a visibility hazard under the attached"Standard Criteria for Evaluation of Sight Lines." The Committee referred this matter to the Traffic Division for an inspection and comments on the visibility obstruction alleged by the neighbouring home owner.

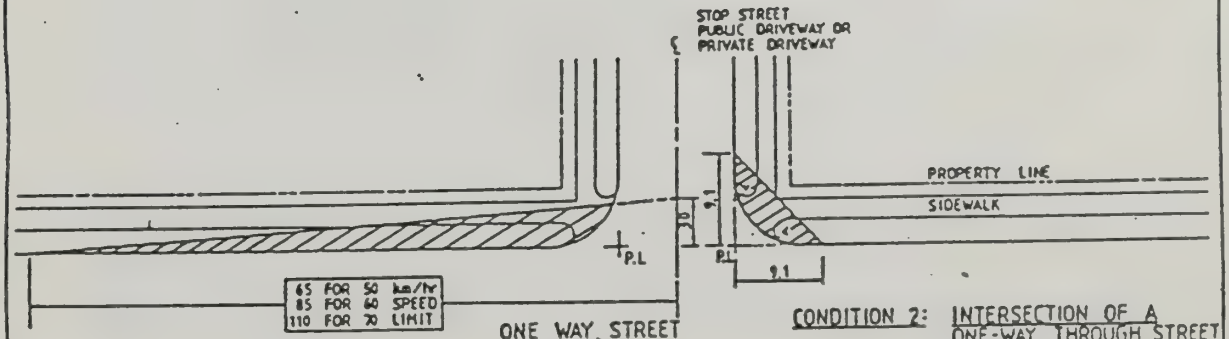
The Traffic Division subsequently conducted a site investigation at this location and concluded that the subject fence, although located on the City road allowance, does not pose a visibility obstruction for motorists backing out of the driveway of 7 Adorn Court. It does, however, reduce visibility of the streetscape and it is apparent that this would be objectionable to abutting residents, at this and other locations.

As a result of Alderman Collins' recent concerns, staff has again conducted a site investigation and must advise that the Traffic Divisions' position respecting this matter has not changed.

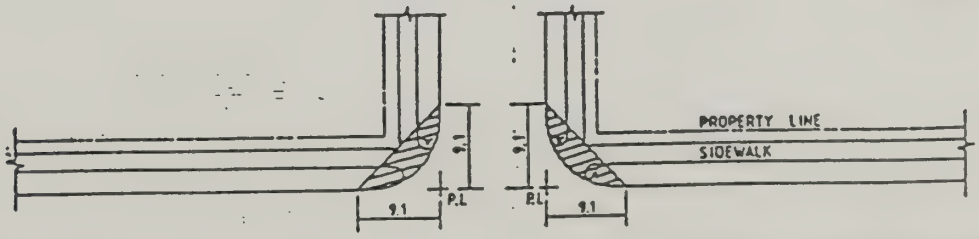
CVB/MH/lem



CONDITION 1: INTERSECTION OF A TWO-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



CONDITION 2: INTERSECTION OF A ONE-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



CONDITION 3: INTERSECTION OF TWO STOP STREETS

NOTE: ALL DIMENSIONS ARE IN METRES

LEGEND:

AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED

STOP SIGN

NO.	REVISION	DATE	BY	APPROVED
0	REDRAWN FROM EXISTING DT 500. CONDITIONS 1 AND 2 REVISED	87-09-08	LH	

NOTES	APPROVALS	CITY OF HAMILTON TRAFFIC DEPARTMENT	SCALE : N.T.S.
	MANAGER OF OPERATIONS		DRAWN: L. HARVEY
			CHECKED:

10(a)

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Petition - Parking Meters on the North Side of Hunter Street between John and James Streets**

DATE: 1996 May 29

Attached is correspondence dated 1996 May 16 from Mr. Ken Beatty, President of Sanford Battery Manufacturing Limited respecting his submission of a petition objecting to the decision to change the parking meters on the north side of Hunter Street between John and James Streets to fifteen from sixty minutes. City Council at its meeting held 1996 May 28 referred this correspondence to the Transport and Environment Committee.

JJS/mjw

Attachment

SANFORD BATTERY

MANUFACTURING LIMITED

May 16, 1996

Mayor Robert Morrow and members of City Council

Recently, I took the the oppuntunity to leave the enclosed petition at one location in the YMCA for a period of twenty four hours. As you can see from the signatures obtained in this short period of time, many people are concerned with the decision to change the parking meters on the north side of Hunter Street between John and James to fifteen minutes from sixty minutes.

I feel perhaps reconsideration of the decision should be undertaken with a view to changing the meters back to sixty minutes for the benefit of those who use numerous facilities in the area.

Yours truly,

Ken Beatty
President .

470 Beach Road Hamilton, Ontario L8H 3K7 Tel: (905) 544-4220 Fax: (905) 544-4225

Mayor Robert Morrow

City of Hamilton

We, the undersigned, as long standing members of the downtown YMCA, strongly object to the changing of the meters on Hunter Street between John and James from 60 minutes to 15 minutes. We feel there is adequate space on the south side of Hunter Street for the purpose of discharging passengers who are using the Go Transit . It is our belief that everything possible should be done to assist the YMCA to stay in the downtown area, and one hour parking meters in the area is a definite advantage for the membership.

City of HAMILTON

Subjoined is a true copy of Item 9 of the FIFTEENTH Report of the Transport and Environment Committee as adopted by City Council at its meeting held 1995 December 12.

9. (a) That the duration of the existing parking meters on the north side of Hunter Street East between James Street South and John Street South be revised from one hour to fifteen minutes; and,

(b) That the existing "Permit Parking" regulation on the north side of Hunter Street East which commences 78 feet east of James Street South and extends 46 feet easterly therefrom be revised, such that the regulation commences 101 feet east of James Street South and extends to a point 31 feet easterly therefrom; and,

(c) That a "No Stopping" regulation be implemented on the north side of Hunter Street East, commencing 53 feet east of Hughson Street South and extending to a point 50 feet west of Hughson Street South; and,

(d) That a "No Stopping" regulation be implemented on the south side of Hunter Street East commencing at a point 276 feet east of James Street South and extending to a point 143 feet easterly therefrom; and,

(e) That a "Commercial Vehicle Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 208 feet east of James Street South and extending to a point 68 feet easterly therefrom; and,

(f) That a "Taxi Stand, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 132 feet east of James Street South and extending to a point 75 feet easterly therefrom; and,

(g) That a "Wheelchair Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 261 feet west of John Street South and extending to a point 20 feet westerly therefrom; and,

(h) That a "No Parking - Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 65 feet west of John Street South and extending to a point 196 feet westerly therefrom; and,

(i) That the City Traffic By-law No. 89-72 be amended accordingly.

HAMILTON 150TH BIRTHDAY 1996

10(b)

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Hamilton Signals Association**
Bus Shelters at the Cenotaph

DATE: 1996 May 29

Attached is correspondence dated 1996 May 22 from Anne Louise Vick, Secretary, Hamilton Signals Association respecting their objection to the proposal of the bus shelters in the immediate area of the Cenotaph. City Council at its meeting held 1996 May 28 referred this correspondence to the Transport and Environment Committee.

JJS/mjw

Attachment

HAMILTON SIGNALS ASSOCIATION

P.O. BOX 60513
HAMILTON, ONT.
L9C 7N7

May 22,1996.

City Clerks Office
City Hall
Hamilton, Ontario.
L8N 3T4.
Fax 546-2095.

RE: PROPOSED BUS SHELTERS.

The Hamilton Signals Association greatly protests the proposal of bus shelters in the immediate area of the Cenotaph.

The proposterous notion of shelters is beyound all logical thought. Any structure, bus shelter or other, would greatly deplete the thoughts that the Cenotaph solicits.

The proposed shelters will block the view from the public, citizens of Hamilton and area, and visitors whom see the Cenotaph as the public memorial to all those, that died in two World Wars, Korea and Peace-keeping. To sacrifice the memory of Fallen Comrades is an injustice, indeed, a grave error in judgement on those proposing such shelters.

Sincerely
Anne Louise Vick
Secretary.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE
Monday, 1996 June 17
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

(i) Adoption of the Minutes of the Transport and Environment Committee Meeting held 1996 May 6

(ii) Adoption of the Minutes of the Special Transport and Environment Committee Meeting held 1996 May 28

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) Public Walkway between Nos. 38 and 42 Graystone Drive

(b) No. 19 Allan Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 40 Picton Street West and No. 547 Hughson Street North
Request to Relocate an Existing Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 158 Gibson Avenue
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(e) No. 8 Roosevelt Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) No. 215 Garside Avenue South
Request to Remove a Wheelchair Loading Zone

(g) Bendamere Avenue between West 31st Street and West 32nd Street

(h) No. 196 Weir Street North
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(i) North Side of Haymarket Street, east of Hughson Street South -

(j) Deschene Avenue between Hester Street and Washington Street -

(k) Apartment Building at No. 74 Locke Street North
Application of a Time Limit Exemption Permit

(l) No. 110 Ray Street North
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(m) Upper Horning Road between Monteagle Court and Adis Avenue

ii. **Intersection Control**

(a) Intersection of Barlake Avenue and Hollydene Place
Corner Clearance

(b) Intersection of Garth Street and Glenvale Drive - Corner Clearance

(c) Intersection of Central Avenue and Wexford Avenue South

(d) Britannia Avenue from Kenilworth Avenue to Strathearne Avenue -
Parking Regulations/Intersection Control

iii. **Miscellaneous**

(a) Supply and Delivery of Traffic Signal Cable

(b) Confederation Park Bus Route - Bus Stop Installations

(c) Locke Bus Route - Bus Stop Removals and Installation

(d) No. 157 Ferrie Street East
Discharge of a Residential Boulevard Parking Agreement

C. **DIRECTOR OF PROPERTY/CHIEF ADMINISTRATIVE OFFICER**

Offer to Purchase (Highway Closure)
The 11 foot alley being parallel to Tisdale Street South between Main Street East and King Street East, Hamilton - Hamilton Automobile Club, Maindale Properties Limited

D. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ COMMISSIONER OF ENVIRONMENT)

(i) 1996 Servicing Expenditures Related to Subdivisions

(ii) 1996 Annual Overload Permit - Trimac Transportation Services

(iii) To Incorporate certain City land into various streets by By-law

(iv) Encroachment Agreements

E. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)(i)

Monday, 1996 May 6
10:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were Present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow, Vacation
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present:
Alderman F. Eisenberger
Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. P. Buckle, Public Works and Traffic Department
Mr. W. Plessl, Public Works and Traffic Department
Mr. G. Aston, Roads Department
Mr. D. Berketo, Environmental Department
Mr. L. King, Building Commissioner
Mr. J. Spolnik, Building Department
Mr. A. Ross, Treasurer
Ms. P. Noé Johnson, City Solicitor
Mr. B. Janssen, Planning Department
Mr. D. Beattie, Hamilton Harbour Commissioners
Mr. G. Weiss, CleanSoils Ltd.
Mr. A. Keen, CleanSoils Ltd.
Ms. L. Richardson, Wentworth Condominium Corporation
Ms. J. Way, Wentworth Condominium Corporation
Mr. A. Nesbitt, Wentworth Condominium Corporation
Ms. L. Warren, Wingate Place
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Sale of Closed Portion of Kenora Avenue**

The Committee was in receipt of a report dated 1996 April 30 from the Senior Director, Roads Department respecting the subject matter.

As there was no delegation present, the Committee approved the following recommendation:

That the appropriate by-law for the sale of subject land being described as:

The closed portion of Kenora Avenue at No. 771 Queenston Road, designed as Parts 2 and 3, on Plan 62R-3773, be forwarded to City Council for enactment.

(b) **Sale of North/South Alley North of Strachan Street**

The Committee was in receipt of a report dated 1996 April 30 from the Senior Director, Roads Department respecting the subject matter.

As there was no delegation present, the Committee approved the following recommendation:

That the appropriate by-law for the sale of the subject land being described as:

Alley between Bay Street and Strachan Street, closed by Judge's Order No. 142966, designed as Part 4 on Plan 62R-7821.

(c) **Walkway - Fonthill Road to Upper Paradise Road**
Wentworth Condominium Corporation No. 79

The Committee was in receipt of an information report dated 1996 April 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. L. Richmond appeared before the Committee and presented a petition respecting the narrowing of the width of the walkway between Fonthill Road and Upper Paradise Road and a letter from the Hamilton Hydro Electric System dated 1996 April 23 supporting the requested width. She indicated that the residents were requesting a 6 foot walkway width. Ms. J. Way and Mr. A. Nesbitt also spoke in favour of the width reduction.

Following further discussion, the Committee approved the following recommendation:

That the City of Hamilton approve the request of the Wentworth Condominium Corporation No. 79 to reduce the minimum walkway width requirement for the walkway connecting Fonthill Road and Upper Paradise Road from ten feet to six feet.

(d) **Sidewalk on Wingate Place in Wheten Court Subdivision**

The Committee was in receipt of a report dated 1996 April 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Ms. L. Warren appeared before the Committee requesting that the Committee support the Commissioners recommendation for the reasons contained in the report.

Mr. Delsardo (Jr.) and Mr. Delsardo (Sr.) appeared before the Committee stating that they were opposed to the recommendation as they felt that the sidewalks were necessary for the safety of area children.

Following further discussion, the Committee defeated the recommendation presented.

(e) **CleanSoils Ltd. - Waste Disposal Site**
Pier 26 - Hamilton Harbour
East Port Development
Mr. Gordon Weiss and Mr. Alex Keen, CleanSoils

The Committee was in receipt of a letter dated 1996 April 29 from Mr. G.M. Weiss, President of CleanSoils Ltd. respecting the subject matter.

Mr. G. Weiss and Mr. A. Keen of CleanSoils appeared before the Committee and distributed a transcript of the CleanSoils promotional video tape "Thermal Desorber".

Mr. Weiss stated that he would like to go on record indicating that this was the first opportunity that CleanSoils had been given to address this issue with the City of Hamilton. He added that CleanSoils were here today in a co-operative effort to address the concerns raised by the area residents and that their presentation was without prejudice and would not include discussion respecting zoning on the advise of their legal council. The Committee then viewed the CleanSoils promotional video.

Discussion ensued on the effect of the operation on the surrounding residential area and the jurisdiction of the Hamilton Harbour Commissioners due to the pretence that the CleanSoils would utilize shipping and navigation in it's operation which was clearly not the case.

Mr. Beatty stated that the position of the Hamilton Harbour Commissioners was that this operation falls under the Commission's by-laws. He added that the potential use of shipping and navigation is all that the Commission requires to consider a potential harbour use and that CleanSoils was currently in conformance with the Commission's by-laws.

Mr. King indicated that an order to comply will be sent to the company respecting the zoning by-law contravention.

Following further discussion, the Committee agreed that the item be received and that the two ward Aldermen and the Chief Administrative Officer would meet with CleanSoils representatives.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting of Monday, 1996 April 22 were adopted as circulated to the members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) Parking Regulations

(a) **Park Street North between Vine Street and Cannon Street West**

The Committee was in receipt of a report dated 1996 April 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the east side of Park Street North commencing at Vine Street and extending to a point 170 feet south of Cannon Street West be revised such that the regulation commences 50 feet north of Vine Street and extends to a point 158 feet northerly therefrom; and

(b) That a "No Stopping" regulation be implemented on the east side of Park Street North commencing at Vine Street and extending to a point 50 feet northerly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Catharine Street North between Cannon Street East and Robert Street**

The Committee was in receipt of a report dated 1996 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Catharine Street North between Cannon Street East and Robert Street and that the City Traffic By-law 89-72 be amended accordingly.

(c)**Intersection of West 32nd Street and Elmwood Avenue**

The Committee was in receipt of a report dated 1996 April 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the north side of Elmwood Avenue, commencing at West 32nd Street and extending to a point 60 feet westerly therefrom; and

(b) That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of West 32nd Street commencing at Elmwood Avenue and extending to a point 116 feet northerly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

(d) **Graystone Drive between Glenvale Drive and Greyfriar Drive**

The Committee was in receipt of a report dated 1996 April 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Graystone Drive between Glenvale Drive and Greyfriar Drive (west leg), such that parking is prohibited:

(i) on the west side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

(ii) on the east side of the street from the 16th to the last day of April, May June, July, August, September, October and November; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

(e)**No. 99 Hillcrest Avenue**
Request to remove a reserved
"Permit Parking" space for a Handicapped Resident

The Committee was in receipt of a report dated 1996 April 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Hillcrest Avenue, commencing at a point 165 feet west of the extended west curb line of Beulah Avenue and extending to a point 20 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(f)**No. 79 William Street**
Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 April 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of William Street commencing at a point 28 feet south of Birge Street and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Kaiser Chimbo, 79 William Street.

(g)**Landsdowne Avenue between Sherman Avenue North and Lottridge Street**

The Committee was in receipt of a report dated 1996 April 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Landsdowne Avenue between Sherman Avenue North and Lottridge Street be revised such that the regulation commences at Sherman Avenue North and extends to a point 578 feet easterly therefrom; and

(b) That a "No Stopping" regulation be implemented on the south side of Landsdowne Avenue commencing at a point 578 feet east of Sherman Avenue North and extending to a point 107 feet easterly therefrom; and

(c) That a "No Stopping" regulation be implemented on the south side of Landsdowne Avenue commencing at a point 232 feet west of Lottridge Street and extending to a point 99 feet westerly therefrom; and

(d) That a "No Stopping" regulation be implemented on the south side of Landsdowne Avenue commencing at Lottridge Street and extending to a point 58 feet westerly therefrom; and

(e) That the City Traffic By-law 89-72 be amended accordingly.

(h)**No. 345 Tragina Avenue North**
Request to modify the hours of the existing Wheelchair Loading Zone

The Committee was in receipt of a report dated 1996 April 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 23 feet southerly therefrom, be revised, such that the regulation is in effect from "9:00 a.m. to 10:00 p.m., Monday to Friday" and that the City Traffic By-law 89-72 be amended accordingly.

(i)**North and East Sides of Chedmac Drive**

The Committee was in receipt of a report dated 1996 April 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north and east sides of Chedmac Drive commencing at Rice Avenue and extending to the northerly end of the street and that the City Traffic By-law 89-72 be amended accordingly.

(j)**No. 203 Jackson Street East**
Request to remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 April 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Jackson Street East commencing at a point 201 feet east of Ferguson Avenue South and extending to a point 20 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(k) **Hunter Street East - Parking Regulations adjacent to the Go Station**

The Committee was in receipt of a report dated 1996 April 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Commercial Vehicle Loading Zone, 24 hours a day, 7 days a week" regulation on the south side of Hunter Street East commencing 208 feet east of James Street South and extending to a point 68 feet easterly therefrom be removed; and

(b) That the existing "TaxiStand, 24 hours a day, 7 days a week" regulation on the south side of Hunter Street East commencing 132 feet east of James Street South and extending to a point 75 feet easterly therefrom be relocated, such that the regulation commences 59 feet west of John Street South and extends to a point 81 feet westerly therefrom; and

(c) That the existing "No Parking - Loading Zone, 24 hours a day, 7 days a week" regulation on the south side of Hunter Street East, commencing 65 feet west of John Street South and extending to a point 196 feet westerly therefrom be shortened, such that the regulation commences 140 feet west of John Street South and extends to a point 118 feet westerly therefrom; and

(d) That a "No Parking - Loading Zone, 24 hours a day, 7 days a week" regulation be implemented on the south side of Hunter Street East commencing at a point 132 feet east of James Street South and extending to a point 144 feet easterly therefrom; and

(e) That the City Traffic By-law 89-72 be amended accordingly.

(ii) **Intersection Control**

(a) **Intersection of Garth Street and Glenvale Drive - Corner Clearance**

The Committee was in receipt of a report dated 1996 April 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the south side of Glenvale Drive commencing at Garth Street and extending to a point 46 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(b) **Intersection of Glassco Avenue North and Melvin Avenue**

The Committee was in receipt of a report dated 1996 April 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Glassco Avenue North commencing at Melvin Avenue and extending to a point 116 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(c) **Intersection of Crockett Street and East 27th Street**

The Committee was in receipt of a report dated 1996 April 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a four-way stop control be implemented at the intersection of Crockett Street and East 27th Street, and that the City Traffic By-law 89-72 be amended accordingly.

(d) **Intersection of San Fernando Drive and San Marco Street and San Pedro Drive and San Marco Street**

The Committee was in receipt of a report dated 1996 April 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That northbound traffic on San Marco Street be required to stop for eastbound and westbound traffic on San Fernando Drive; and

(b) That southbound traffic on San Marco Street be required to stop to eastbound and westbound traffic on San Pedro Drive; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

(iii) **Miscellaneous**

(a) **Delaware Bus Route - Bus Stop Installation**

The Committee was in receipt of a report dated 1996 March 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be installed:

Route #5 Delaware

Add - Eastbound - Whitney Avenue, south side, 548 feet east of the east curb line of Rifle Range Road (M/B); and

(b) That the City Traffic By-law 89-72 be amended accordingly.

(b) **School Bus Loading Zone on Harrisford adjacent to St. Luke School**

The Committee was in receipt of a report dated 1996 April 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "School Bus Loading Zone, 11:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on the east side of Harrisford Street commencing at a point 165 feet south of the south curb line of Albright Road and extending 36 feet southerly and the City Traffic By-law 89-72 be amended accordingly.

(c) **School Bus Loading Zone on Smith adjacent to St. Brigid School**

The Committee was in receipt of a report dated 1996 April 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "School Bus Loading Zone, 11:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on the east side of Smith Avenue commencing at a point 218 feet north of the north curb line of Cannon Street East and extending 25 feet northerly and the City Traffic By-law 89-72 be amended accordingly.

(d) **South side of Clinton Street, east of Ruther Street - Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1996 April 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the hours of the existing full-time "Wheelchair Loading Zone" regulation on the south side of Clinton Street commencing at a point 53 feet east of Ruth Street and extending to a point 32 feet easterly therefrom be revised, such that the regulation is in effect from 9:00 a.m. to 5:00 p.m., seven days a week; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

C. **CITY ENGINEER**
(Commissioner of Transportation/Environmental Services)

(i) **Temporary Street Closure - Elgin Street for March for Jesus**

(a) The Committee was in receipt of a report dated 1996 May 1 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the March for Jesus organization to temporarily close Elgin Street from 1:30 p.m. to 2:30 p.m. on Saturday May 25, 1996, in conjunction with a new route for the annual March for Jesus parade be approved, subject to the following conditions:

(1) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police of his/her designate be obtained; and,

(2) That the applicant provide proof of $2,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(3) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police of his/her designate; and,

(4) That all barricading be supplied by and at the expense of the applicant; and,

(5) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the event organizer; and,

(6) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and

(7) That no property owner of resident within the barricaded area be denied access to their property upon request; and,

(8) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

(b) **Westdale Village Street Party and Family Picnic**

The Committee was in receipt of a report dated 1996 May 1 from the Senior Director, Road Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Snooty Fox Pub to temporarily close:

(a) The south parking area on King Street in Westdale Village to hold a street party on Saturday June 8, 1996 at 3:00 p.m. to Sunday June 9, 1996 at 11:00 p.m.; and,

(b) Parkside Drive between Devon Place and the intersection of Glen Road and Kipling Road on Sunday June 9, 1996 between 12:00 noon and 6:00 p.m. during the Family Picnic at Churchill Park festivities,

be approved, subject to the following conditions:

(i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police of his/her designate be obtained; and,

(ii) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(iv) That all barricading be supplied by and at the expense of the applicant; and,

(v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the event organizer; and,

(vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

(ii) **Encroachment Agreements**

The Committee was in receipt of a report dated 1996 April 26 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided;

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

(c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

(iii) **Street Incorporation**

The Committee was in receipt of a report dated 1996 April 24 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Dicenzo Drive	Part 10	62R-13294
Nash Road	Part 3	62R-2530
	Parts 5 & 7	62R-4039
	Part 1	62R-7464
Queen Victoria Drive	Parts 12 & 15	62R-6257

(b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

(c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1996 April 16 from the Secretary, Parks and Recreation Committee respecting the subject matter.

The Committee approved the following recommendation:

DATE	FROM	SUBJECT	DATE DISTRIBUTED
April 24	Commissioner, Public Works & Traffic	Proposed Leaf and Yard Waste Collection Public Outreach Program	1996 April 25
April 26	Commissioner, Regional Environment Dept.	Establishment of a PCB Storage Facility by Glendale Yarns Inc.	1996 April 29

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Construction of Concrete Sidewalks on the South Side of Solidarnosc Place from St. Olga Street to Barnesdale Avenue North

The Committee was in receipt of an information report dated 1996 April 25 from the Commissioner of Public Works and Traffic.

The Committee approved the following recommendation:

(a) That the construction of a concrete sidewalk on the south side of Solidarnosc Place from St. Olga Street to Barnesdale Avenue North proceed as a local improvement pursuant to Section 12 of the Local Improvement Act; and,

(b) That the attached By-law prepared by the Commissioner of Public Works and Traffic be enacted; and,

(c) That the City's Share of $16,803.17 be financed from the 1996 Capital Levy (Account Centre No. CH22002) and the Owner's Share in the amount of $1,396.83 be financed by the issuance of debentures for a period not to exceed 20 years; and,

(d) That an application be made to the Regional Municipality of Hamilton-Wentworth to issue debentures for the Owner's Share in the amount of $1,396.83 for a term not to exceed 20 years for the above project; and,

(e) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received.

4. SECRETARY, PLANNING AND DEVELOPMENT COMMITTEE

Site Plan Control Application DA-95-23 by Imperial Oil Ltd. for Lands at 1445 Main Street West - Tree Removal

The Committee was in receipt of an information report dated 1996 April 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That pursuant to the terms of the City Tree By-law No. 92-155, Section 7, Sub Section (2), approval be given to Imperial Oil Ltd. 1445 Main Street West, to remove two 8" diameter White Ash trees on the City road allowance at the above noted address using the City of Hamilton, Department of Public Works and Traffic, Streets Division, Forestry Section staff, subject to the developer paying all removal and replacement costs, that sum being $1,850.

5. OTHER BUSINESS

(a) **City Solicitor/City Engineer** (Added Item)

Special Event Temporary Closures

The Committee was in receipt of a report distributed at the meeting dated 1996 May 3 from the City Solicitor and the City Engineer respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation;

(a) The terms and conditions upon which a permit for a temporary road closure for a special event will be issued; and,

(b) The delegation of approval for temporary road closure permits to the Mayor, the Ward Aldermen and the Chairman of the Transport and Environment Committee, by consent of at least three; and,

(c) Staff report the decision of the Committee named above to the Transport and Environment Committee.

(d) If the permit application is denied, that the event organizer may appeal to the Transport and Environment Committee and Council.

Note: Alderman Kiss and Alderman Copps recorded opposed.

(b) **Alderman Agro**

Personnel Item

Alderman Agro suggested that the Committee move in camera to discuss a personnel item. Following discussion, the Chairman indicated that the item should be addressed by the Finance and Administration Committee and directed the Chief Administrative Officer to prepare a report on the matter for that Committee's information.

6. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson **ALDERMAN H. MERLING, CHAIRMAN**
Secretary **TRANSPORT AND ENVIRONMENT COMMITTEE**

1996 May 6

/sma

2(A)(ii)

Tuesday 199
7:00 o'clock
Room 233, (

The Transport and Environment Committee met in special session.

Present: Alderman H. Merling, Chairman
Alderman V. Agro, Vice Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow, Civic Business
Alderman C. Collins

Also Present: Joe Pavelka, Chief Administrative Officer
Doug Lobo, Commissioner of Public Works and Traffic
Geoff Aston, Roads Department
Tina Agnello, Acting Secretary

1. **COMMISSIONER OF REGIONAL ENVIRONMENT**

1996 Servicing Expenditures Related to Subdivisions

As recommended in a report dated 1996 May 22 the Committee recommended to Council as follows:

(a) That Sub-section 15 (a) of the Fourth Report of the Transport and Environment Committee for 1995 adopted by City Council on 1995 March 14, for the approval of Schedules for "Claudette Gardens - Phase 7", be rescinded and replaced with sub-section (b) below; and,

(b) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"CLAUDETTE GARDENS - PHASE 7", Hamilton

(Revised Schedules)

City's Share - NIL - Subdivider's Share - $124,353.64

2. **SENIOR DIRECTOR, ROADS**

Outdoor Boulevard Café
on Robert Street, 224 James Street North, Hamilton

Alderman Merling advised that the two ward Aldermen have had a meeting with the area residents. He advised that there is one person in opposition and that this person was advised of this meeting and invited to attend but is not presently here.

In response to a question from Alderman D'Amico, Alderman Merling advised that if a café wants to open in a plaza or mall, they must get site-plan approval, otherwise they must get the owners or the tenants approval which sometimes takes a long period of time.

Alderman Merling advised that since the Committee has waited until 7:07 p.m. and there is no one present to attend this meeting to voice their objection, that the Committee will continue consideration of the recommendation.

Alderman Copps requested that sub-section 5 be amended to add the word "adequate" with regard to the accessibility.

As recommended in a report dated 1996 May 24, as amended, the Committee recommended as follows:

(a) That the application of V. Campanella, proprietor of the Gathering Spot (224 James Street North, Hamilton), on behalf of the owners, G. Gioacchino, S. Mattina, L. Mattina and C. Mattina, to establish an outdoor boulevard cafe at No. 224 James Street North, measuring 3.16m X 17.83m, on the Robert Street road allowance, be approved during the pleasure of Council, subject to the following conditions:

(i) That the applicant and owners enter into a Boulevard Cafe Agreement in a form satisfactory to the Commissioner of Transportation and the City Solicitor; and,

(ii) That the applicant or owner pay the processing and registration fee of $958 and first annual encroachment fee of $454.80 plus taxes; and,

(iii) That the applicant provide proof of $5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(iv) That the applicant occupy the licensed area of the boulevard from May 1 to October 31 of each year of the agreement, and that all furniture, equipment, etc. be removed from the road allowance at all other times; and,

(v) That the applicant provide adequate access for the physically disabled utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25; and,

(b) That the Mayor, the City Clerk and the City Treasurer be authorized and directed to execute the Boulevard Cafe Agreement.

***Alderman G. Copps opposed.**

3. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN F. EISENBERGER, CHAIRPERSON
PARKS AND RECREATION COMMITTEE

Tina Agnello, Acting Secretary

1996 May 28

/mjw

2(B)(i)(6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 23
File No. TEC-096-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Public Walkway between Nos. 38 and 42 Graystone Drive - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the east side of Graystone Drive commencing 254 feet north of the north curb line of Greyfriar Drive and extending to a point 76 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

L. Lutt. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

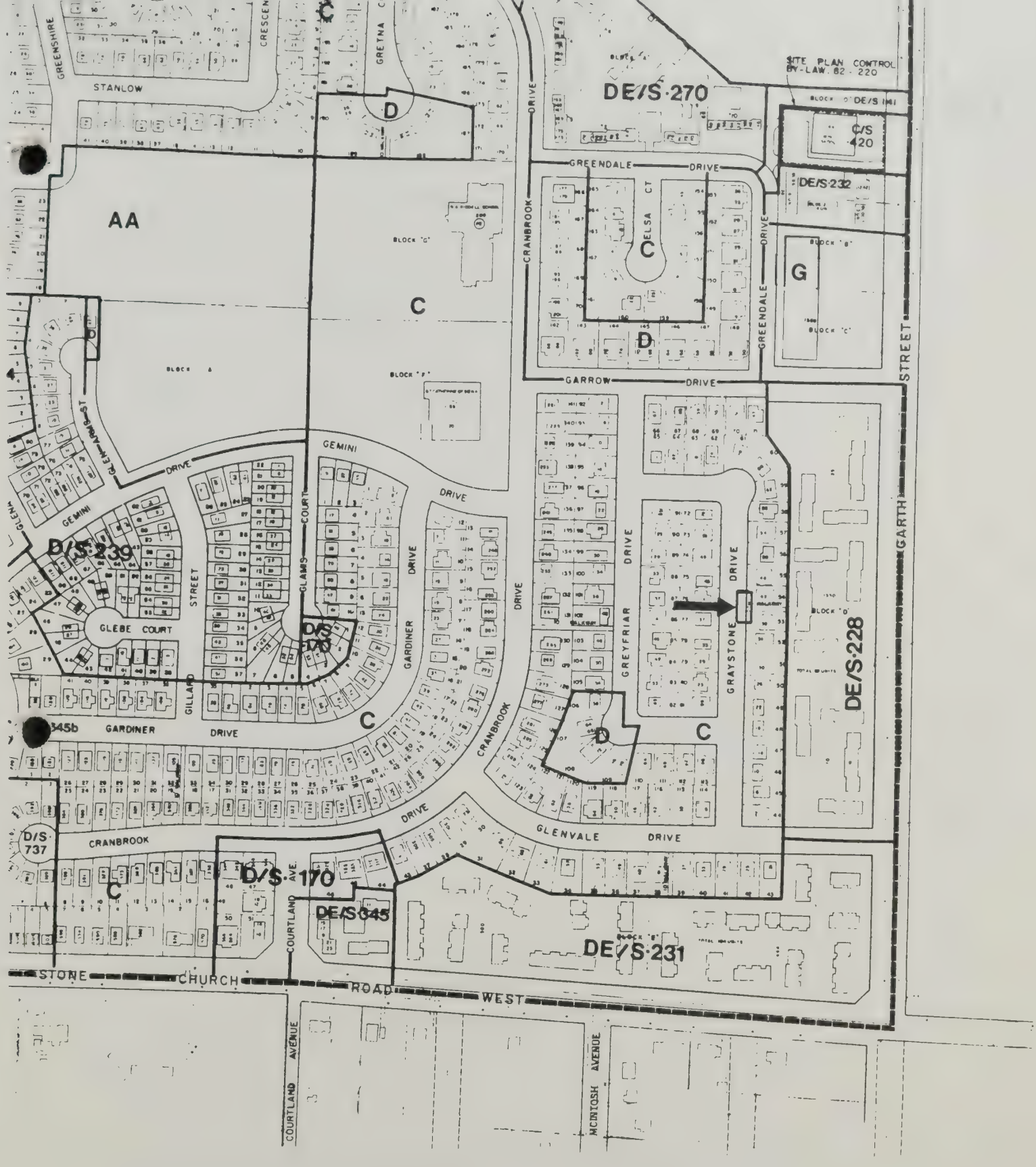
Staff has received a request from Mr. Hamilton, 42 Graystone Drive, that a "No Stopping" regulation be implemented on the east side of Graystone adjacent to the public walkway leading to the townhouses between Nos. 38 and 42 Graystone Drive. Mr. Hamilton expressed concern that parked vehicles adjacent to the entrance to the walkway are creating a hazardous situation for pedestrians accessing the walkway.

Graystone has a 28 foot pavement width. City Council at its 1996 May 14 meeting approved the implementation of an "Alternate Side Parking" regulation on the street in this block, and these signs will be erected in the near future.

A general provision of the City Traffic By-law 89-72 prohibits stopping within 30 feet of either side of a pedestrian walk leading to a park/playground. This provision of the by-law does not pertain to the subject walkway as it leads to a townhouse complex. Staff has contacted Mr. Cassidy, 38 Graystone Drive, the other abutting property owner, and has been advised that he supports the requested regulation.

The implementation of the requested regulation will result in a loss of two on-street parking spaces. However, since both abutting property owners are in favour of the requested regulation and since all area residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request to improve pedestrian safety.

SH/CVB/MBH/kg


STANLOW
GRETNA
GREENSHIRE
CRESCENT
SITE PLAN CONTROL BY-LAW 82-220
DE/S 270
DE/S 271
C/S 420
DE/S 232
GREENDALE DRIVE
CRANBROOK DRIVE
ELSA CT
GREENDALE DRIVE
GARROW DRIVE
GARTH STREET
AA
C
D
G
BLOCK "G"
BLOCK "F"
BLOCK "A"
GLENWAY ST
GEMINI DRIVE
GEMINI
D/S 239
GLEBE COURT
STREET
GLAMIS COURT
D/S 170
GARDINER DRIVE
GILLARD
345b
GARDINER DRIVE
CRANBROOK DRIVE
GREYFRIAR DRIVE
GRAYSTONE DRIVE
DE/S 228
BLOCK "D"
GLENVALE DRIVE
CRANBROOK
D/S 737
D/S 170
COURTLAND AVE.
DE/S 345
DE/S 231
STONE CHURCH ROAD WEST
COURTLAND AVENUE
MCINTOSH AVENUE

2(BXiXb)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 4
File No. TEC-102-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 19 Allan Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Allan Avenue commencing at a point 199 feet east of Harmony Avenue and extending to a point 23 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Keith Walker, 19 Allan Avenue.

C. Luth-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

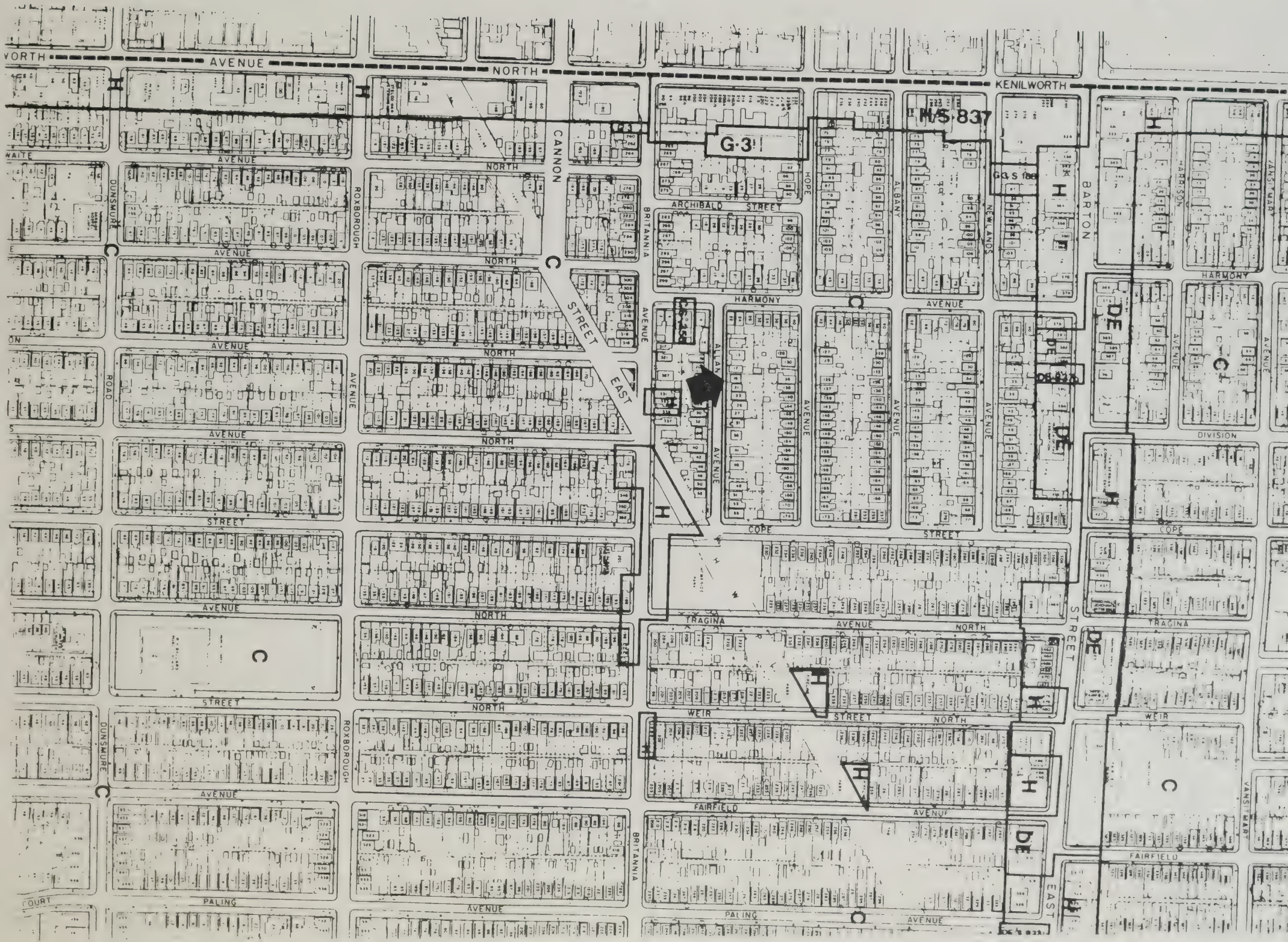
BACKGROUND:

Staff has received a request from Mr. Keith Walker, 19 Allan Avenue, that a reserved "Permit Parking" regulation be implemented on the north side of the street in front of his home since he is disabled.

Allan has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Walker possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


AVENUE
NORTH
KENILWORTH
H/S 837
G-31
G3 S 186
CANNON
STREET
EAST
BARTON
ARCHIBALD
HOPE
ALBANY
NEWLANDS
HARMONY
DIVISION
HARRISON
JANSMAR
DUNSMURE
ROXBOROUGH
BRITANNIA
ALLAN
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
COURT
ROAD

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 22
File No. TEC-095-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 40 Picton Street West and No. 547 Hughson Street North - Request to Relocate an Existing Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the north side of Picton Street West commencing at a point 99 feet west of MacNab Street North and extending to a point 18 feet westerly therefrom be removed; and

b) That a "Permit Parking" regulation be implemented on the west side of Hughson Street North commencing at a point 240 feet south of the south curb line of Brock Street and extending to a point 18 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly; and

d) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Judy Simkins, 547 Hughson Street North.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of relocating the required signs.

BACKGROUND:

Staff has received a request from Mrs. Judy Simkins, 40 Picton Street West, that the existing "Permit Parking" regulation on the north side of Picton in front of her home be removed since she is moving to 547 Hughson Street North. She has also requested that a reserved "Permit Parking" space be designated on the west side of Hughson in front of her new home.

Hughson has a 25 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Simkins possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property at 547 Hughson Street North. Therefore, staff concurs with the request and recommends that the existing "Permit Parking" regulation at 40 Picton Street West be relocated to 547 Hughson Street North.

JNSH/CVB/MBH/kg


J
F-1
J
600
DOCK SERVICE ROAD
E/S 28
D
D
J
E/S 843
H/S 182
BURLINGTON STREET
G/S 902
D/S 900
EAST
D/S 607
McCAULEY ST. EAST
G/S 997
G
PICTON ST. EAST
G/S 276
DE-3
H
D
DE-3
SIMCOE STREET
STRACHAN STREET
EAST
D
K
J
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
JAMES STREET NORTH
WELLINGTON STREET NORTH
MACAULEY STREET
PENNE STREET
FERGUSON AVENUE
HUDSON ST. NORTH
JOHN ST. NORTH
CATHARINE STREET
MARY STREET

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 31
File No. TEC-099-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 158 Gibson Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Gibson Avenue commencing at a point 332 feet south of Barton Street East and extending to a point 22 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

L. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

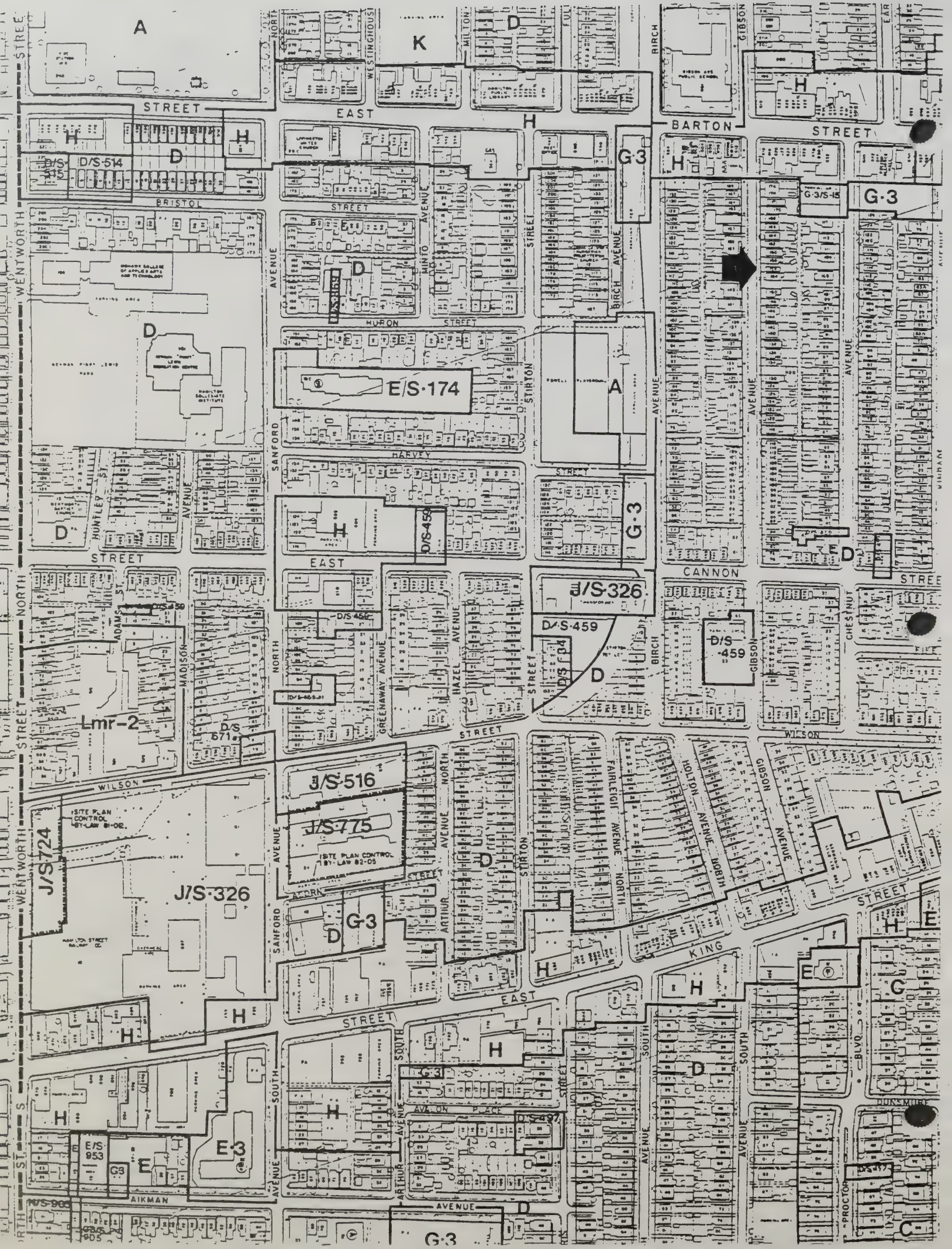
Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Nick Vincentis, No. 158 Gibson Avenue, that the existing "Permit Parking" regulation on the east side of Gibson in front of his home be removed since he has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

NSH/CVB/MBH/kg


A
K
D
H
G-3
E/S-174
D/S-514
D/S-459
J/S-326
J/S-516
J/S-775
J/S-724
Lmr-2
E-3
E/S 953
D/S 671
D/S 497
D/S 477
BARTON STREET
EAST
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET
WILSON
KING
AIKMAN
AVALON PLACE
DUNSMUIR
WENTWORTH STREET NORTH
SANFORD AVENUE
STIRTON AVENUE
BIRCH AVENUE
GIBSON AVENUE
HAZEL AVENUE
GREENAWAY AVENUE
MADISON AVENUE
ADAMS ST.
HUNTLEY ST.
ARTHUR AVENUE
ACORN STREET
FAIRLEIGH AVENUE
HILTON AVENUE
CHESTNUT
PROCTOR BLVD.
SITE PLAN CONTROL BY-LAW 81-02
SITE PLAN CONTROL BY-LAW 82-05

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 16
File No. TEC-090-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 8 Roosevelt Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Roosevelt Avenue commencing at a point 124 feet south of Beach Road and extending to a point 25 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Mike Sokoloski, 8 Roosevelt Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

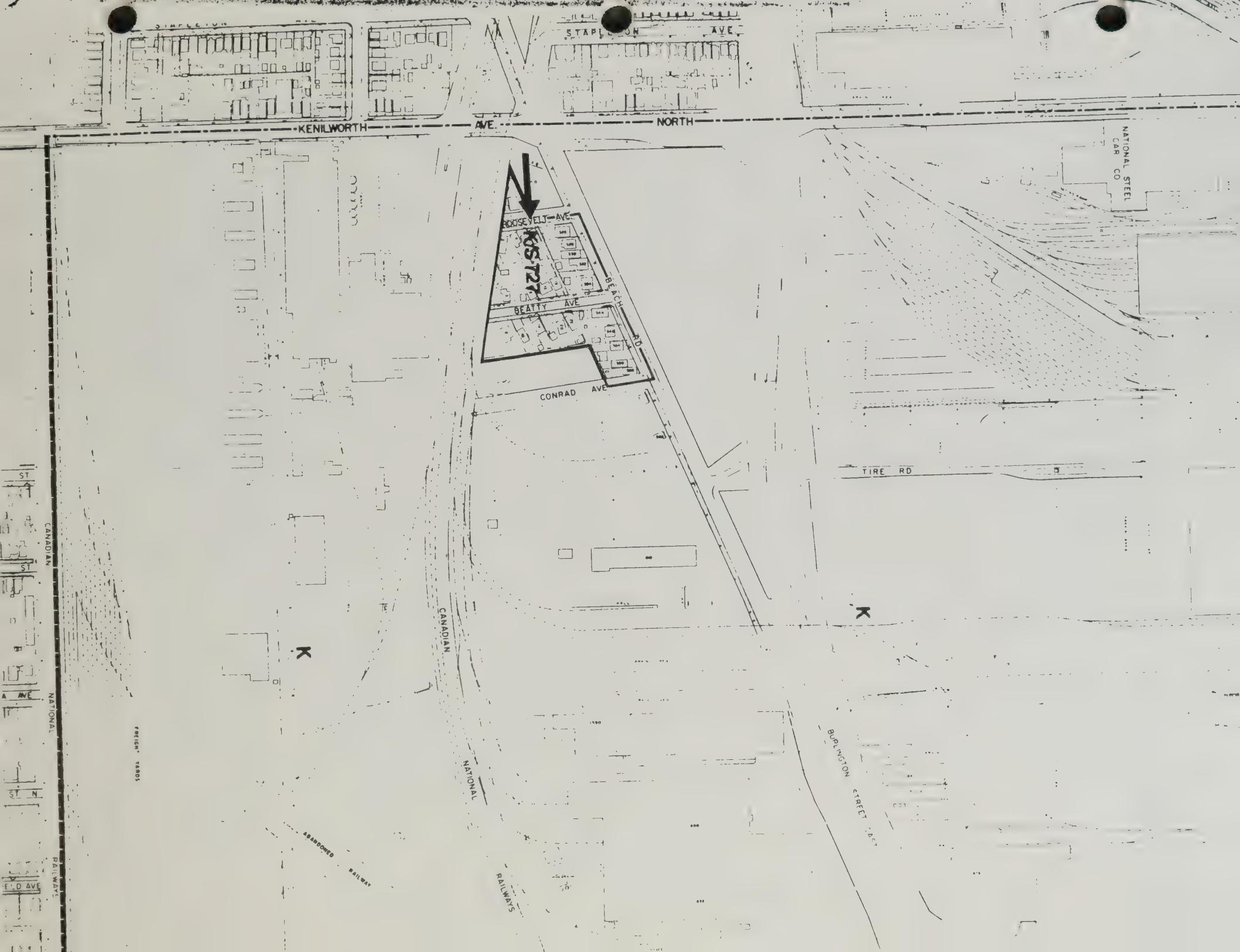
BACKGROUND:

Staff has received a request from Mike Sokoloski, 8 Roosevelt Avenue, that a reserved "Permit Parking" space be designated on the east side of Roosevelt Avenue in front of his home since he is disabled.

Roosevelt has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the west side and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Sokoloski possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


KENILWORTH AVE.
NORTH
STAPLETON AVE.
ROOSEVELT AVE.
BEATTY AVE
BEACH RD
CONRAD AVE
KST 127
NATIONAL STEEL CAR CO
TIRE RD
CANADIAN NATIONAL RAILWAYS
ABANDONED RAILWAY
BURLINGTON STREET
FOREIGN YARDS
ST
AVE

2(BXiXf

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 15
File No. TEC-087-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 215 Garside Avenue South - Request to Remove a Wheelchair Loading Zone

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation on the east side of Garside Avenue South which commences at a point 54 feet north of the north curb line of Bartonville Court and extends to a point 30 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Willowby, No. 215 Garside Avenue South, that the existing "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation on the east side of the street in front of her home be removed since she is moving. The subject regulation was implemented in January of 1993 as a result of a request from Mrs. Willowby. Therefore, since Mrs. Willowby will be moving, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street.

SH/CVB/MBH/kg


COURT
TUXEDO
AVENUE
SOUTH
KENILWORTH
AVENUE
KING
STREET
EAST
BARTONVILLE COURT
GARSIDE
CROSTHWAITE
AVENUE
MONTEREY
AVENUE
SOUTH
CENTRAL
AVENUE
SOUTH
NORMANDY
AVENUE
CAMERON
AVENUE
SOUTH
AVENUE
BARONS
AVENUE
HS
742b
E
H
H
H
E

2(BXiXg)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 15
File No. TEC-086-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bendamere Avenue between West 31st Street and West 32nd Street - Parking Regulations

RECOMMENDATION:

That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Bendamere Avenue between West 31st Street and West 32nd Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

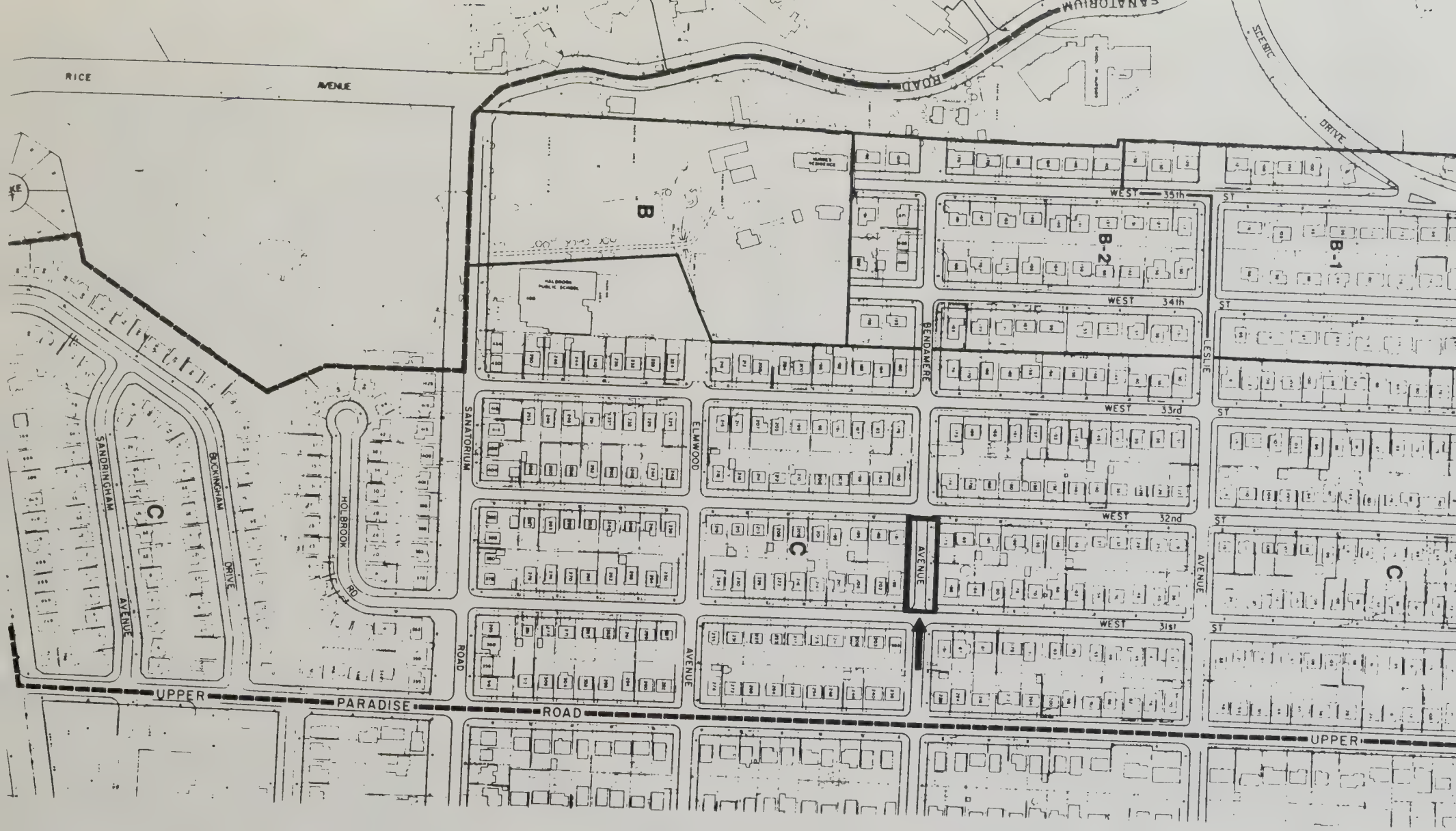
Sufficient funds are provided in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of all four of the residential properties abutting Bendamere between West 31st and West 32nd, requesting that a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All four of the residents that signed the petition are in favour of the regulation.

Bendamere has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing. The implementation of the requested regulation would result in a loss of approximately 11 on-street parking spaces during the day and staff generally considers a parking prohibition on both sides of residential streets to be over-restrictive and unnecessary. However, since 100 percent of the abutting residents are in favour of the requested regulation and since virtually all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents and has no serious objection with this request.

SH/CVB/MBH/kg


RICE AVENUE
SANATORIUM ROAD
SCENIC DRIVE
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
B
B-2
B-1
C
C
C
BENDAMERE
LESLIE
AVENUE
SANATORIUM ROAD
ELMWOOD AVENUE
HOLBROOK PUBLIC SCHOOL
HOLBROOK RD
BUCKINGHAM DRIVE
SANDRINGHAM AVENUE
UPPER PARADISE ROAD
UPPER

2(B)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 16
File No. TEC-089-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 196 Weir Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Weir Street North commencing at a point 31 feet south of Britannia Avenue and extending to a point 26 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

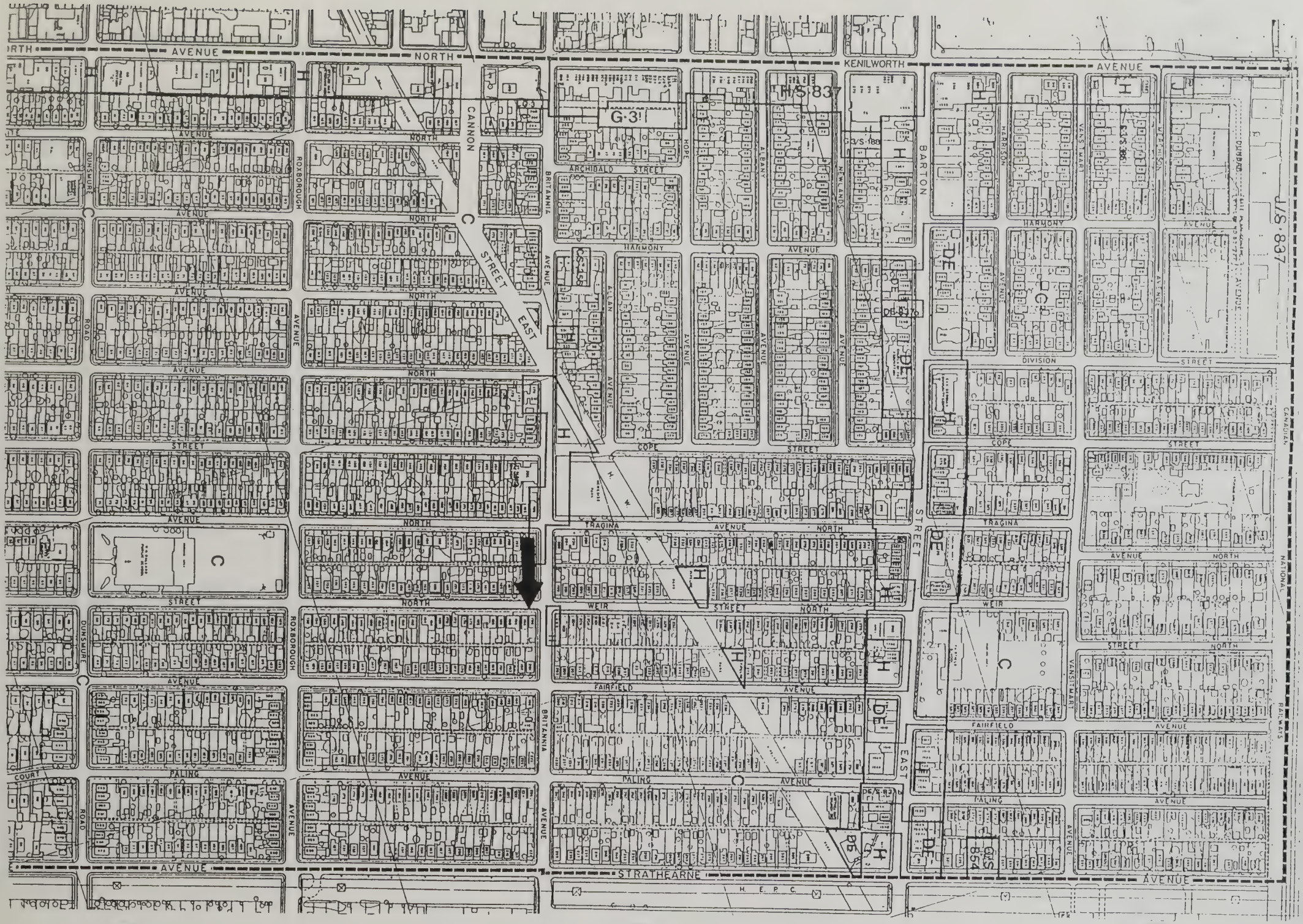
Sufficient funds are available in the 1996 budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. David Brellisford, No. 196 Weir Street North, that the existing "Permit Parking" regulation on the east side of Weir in front of his father's home be removed since his father is permanently in the hospital. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street.

cN SH/CVB/MBH/kg


KENILWORTH AVENUE
NORTH AVENUE
H/S 837
G-31
CANNON STREET EAST
BARTON STREET
ARCHIBALD STREET
HARMONY AVENUE
COPE STREET
YTAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
DUNSMURE ROAD
ROXBOROUGH AVENUE
BRITANNIA AVENUE
DIVISION STREET
H.E.P.C.
H/S 837

2(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 24
File No. TEC-094-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North Side of Haymarket Street, east of Hughson Street South
- Parking Regulations

RECOMMENDATION:

That the City Traffic By-law 89-72 be amended to allow for the existing "No Stopping" regulation on the north side of Haymarket Street commencing at the westerly end of Haymarket and extending to a point 104 feet easterly therefrom.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

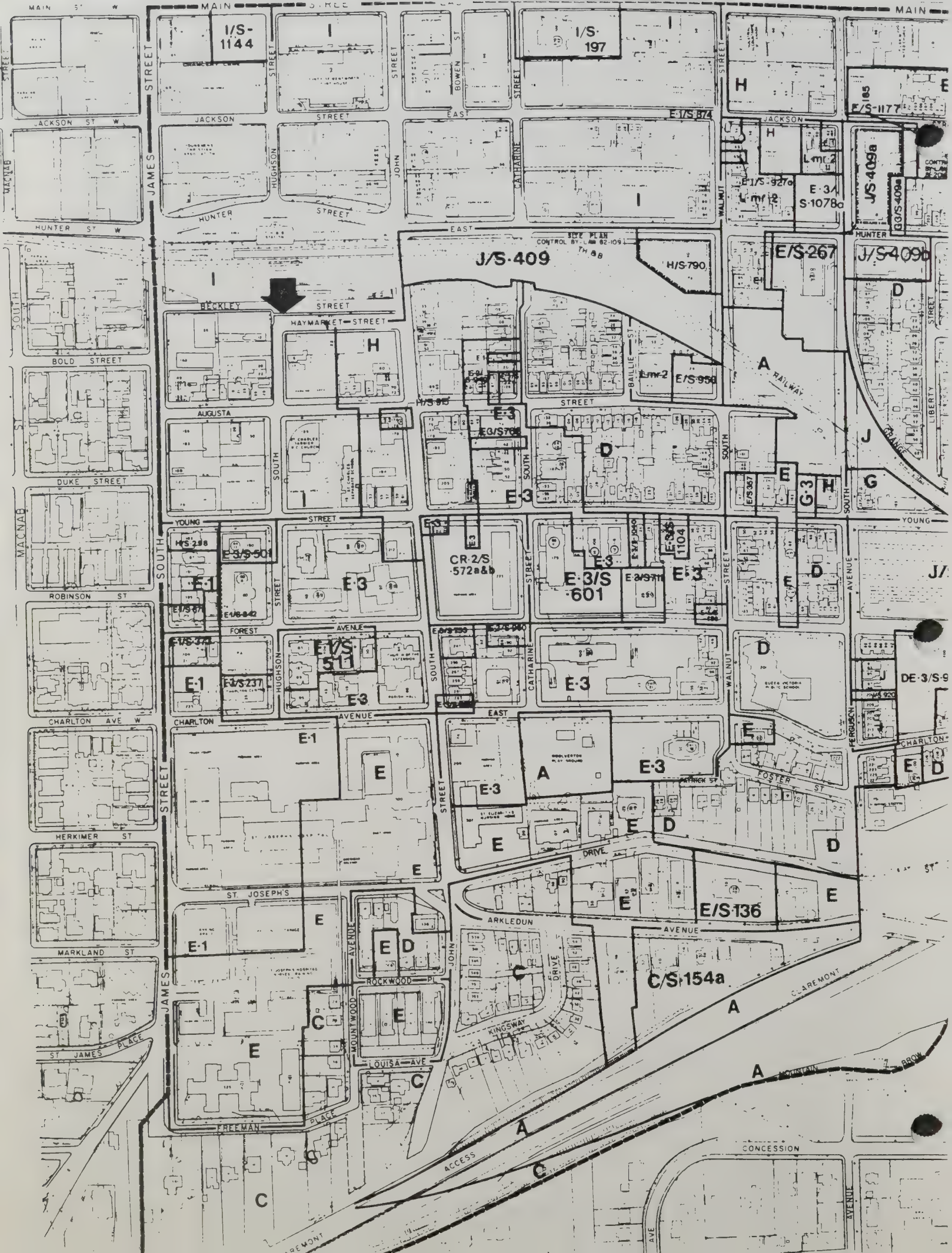
Sufficient funds are available in the 1996 operating budget to cover the cost of maintaining the required signs.

BACKGROUND:

Staff has identified a discrepancy in the City Traffic By-law and the existing regulations on Haymarket, east of Hughson. There is an existing "No Stopping" regulation on the north side of Haymarket, commencing at the west end of Haymarket and extending to a point 104 feet easterly, which is not supported by the By-law.

During the construction of the GO Station, the retaining wall and sidewalk on the north side of Haymarket was shifted southerly which reduced the pavement width of Haymarket in this area to 26 feet. The subject "No Stopping" regulation was implemented temporarily during construction and is now required to allow for the two-way movement of traffic at this bend in the road. Thus, it would be appropriate to amend the City Traffic By-law 89-72 to reflect the signed parking restriction.

SH/CVB/MBH/kg


MAIN STREET
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
BOLD STREET
DUKE STREET
ROBINSON ST
CHARLTON AVE W
HERKIMER ST
MARKLAND ST
ST JAMES PLACE
FREEMAN PLACE
JAMES STREET SOUTH
MACNAB
AUGUSTA
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST JOSEPH'S DRIVE
ROCKWOOD P
MOUNTWOOD AVENUE
LOUISA AVE
HUGHSON STREET SOUTH
JOHN STREET SOUTH
CATHARINE STREET
WALNUT STREET
BAILLIE ST
BOWEN ST
EAST AVENUE
ARKLEDUN DRIVE
KINGSWAY
CLAREMONT ACCESS
CONCESSION
FERGUSON AVENUE
FOSTER ST
PATRICK ST
LIBERTY STREET
RAILWAY
I/S-1144
I/S-197
E/S-874
E/S-1177
E/S-927a
E/S-267
E/S-950
E/S-387
E/S-1104
E/S-511
E/S-237
E/S-136
J/S-409
J/S-409a
J/S-409b
H/S-790
H/S-915
H/S-298
E-3/S-501
CR-2/S-572a&b
E-3/S-601
C/S-154a
DE-3/S-9
E/S-1078a
SITE PLAN CONTROL BY-LAW 82-109
TH 88

2(BXiXj)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 4
File No. TEC-106-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Deschene Avenue between Hester Street and Washington Street - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Deschene Avenue between Hester Street and Washington Street be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this block and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

BACKGROUND:

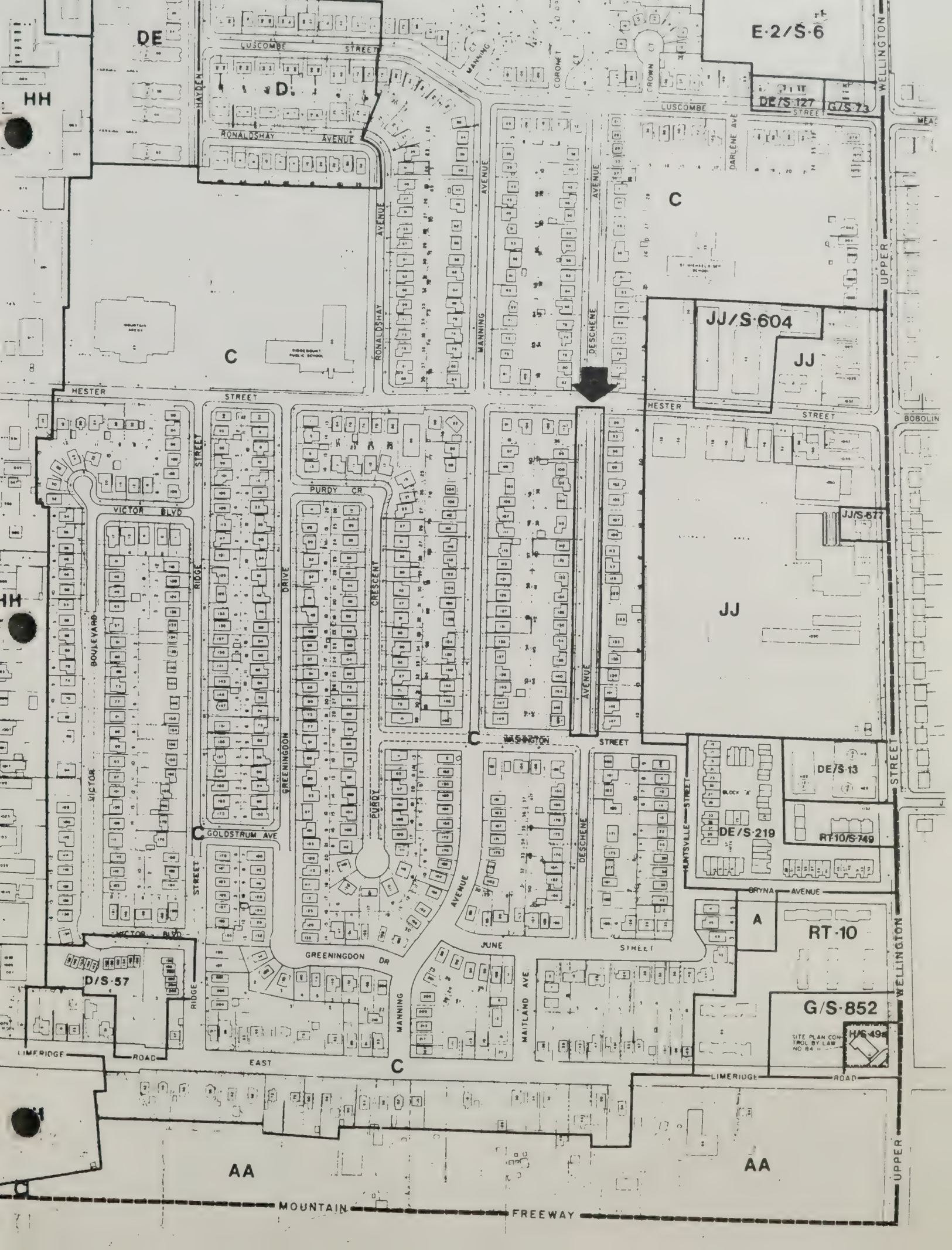
As a result of a petition signed by representatives of 27 of the 38 abutting residential properties, the City Council at its meeting held 1996 January 30, approved the implementation of an "Alternate Side Parking" regulation on Deschene between Hester and Washington. The signs were erected shortly thereafter. The regulation was implemented to facilitate two-way traffic flow and street maintenance.

Staff has since received a petition signed by representatives of 26 of the 38 residential properties abutting Deschene between Hester and Washington, requesting that the existing "Alternate Side

Parking" regulation be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this block. All 26 petitioners are in favour of the requested regulation. Several of the petitioners had also signed the original petition requesting the "Alternate Side Parking" regulation.

Deschene has a 29 foot pavement width, and prior to the recent implementation of the "Alternate Side Parking" regulation there was unrestricted parking on both sides of the street in this block. The resident that circulated the petition expressed concern regarding long-term non-resident parking by employees of area businesses and that the implementation of the "Alternate Side Parking" regulation has not relieved this concern. The implementation of the requested time limit parking regulation would prohibit long-term parking by non-residents. Since the "Alternate Side Parking" regulation has been implemented for only a short period of time and since 69 percent of the abutting residents support the requested regulation change, staff does not have any serious objections to removing the existing "Alternate Side Parking" regulation and implementing a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this block.

SH/CVB/MBH/kg


DE
HH
D
E-2/S-6
LUSCOMBE STREET
RONALDSHAY AVENUE
HAYDEN
MANNING
CORONET
CROWN
DE/S-127
G/S-73
WELLINGTON
DARLENE AVE
C
JJ/S-604
JJ
HESTER STREET
DESCHENE AVENUE
RONALDSHAY AVENUE
MANNING AVENUE
BOBOLIN
JJ/S-677
PURDY CR
VICTOR BLVD
RIDGE BOULEVARD
GREENINGDON DRIVE
CRESCENT
WASHINGTON STREET
DE/S-13
DE/S-219
RT-10/S-749
HUNTSVILLE STREET
GOLDSTRUM AVE
PURDY AVENUE
BRYNA AVENUE
A
RT-10
JUNE STREET
GREENINGDON DR
MAITLAND AVE
D/S-57
G/S-852
H/S-49a
SITE PLAN CONTROL BY LAW NO. 84-11
LIMERIDGE ROAD EAST
AA
MOUNTAIN FREEWAY

2(B)(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 4
File No. TEC-105-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 74 Locke Street North - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first two eligible applicants residing in the apartment building at No. 74 Locke Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $48. in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

Staff has received a request from Ms. Debra Greenwood, 74 Locke Street North, that Time Limit Exemption Permits be issued to residents of this building.

The subject apartment building is located on the south-east corner of Locke and Peter. Ms. Greenwood has advised that she wishes to park her vehicle within the existing on-street parking time limit spaces nearby. An investigation revealed that there are seven dwelling units in the subject apartment building, and that there are only four off-street parking spaces available on the private property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and

to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of six off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of two off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of two Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request and it would be appropriate to issue a maximum of two parking permits to the residents of this building on a first come first served basis.

SH/CVB/MBH/kg


A/S-569
A/S-450
E-3/S-138
E/S-333
BARTON STREET WEST
KING STREET WEST
MAIN STREET WEST
QUEEN STREET
MACNAB STREET
HUNTER STREET
JAMES STREET NORTH
WELLINGTON STREET
MARY STREET
PARK STREET
LOCKE STREET SOUTH
HESS STREET SOUTH
DUNDURN STREET SOUTH
STRATHCONA AVENUE
MARGARET AVENUE
FLORENCE STREET
TOM STREET
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
NAPIER STREET
WORDEN STREET
GEORGE STREET
NELSON STREET
HENRY STREET
EDISON ST
TECUMSEH STREET
DEVONPORT STREET
SUNSET AVENUE
INCHBURY
BOULEVARD
CROOKS
OXFORD
LITTLE
NORTH

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 5
File No. TEC-108-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 110 Ray Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Ray Street North commencing at a point 24 feet south of Florence Street and extending to a point 18 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Helen Qubaia, 110 Ray Street North.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

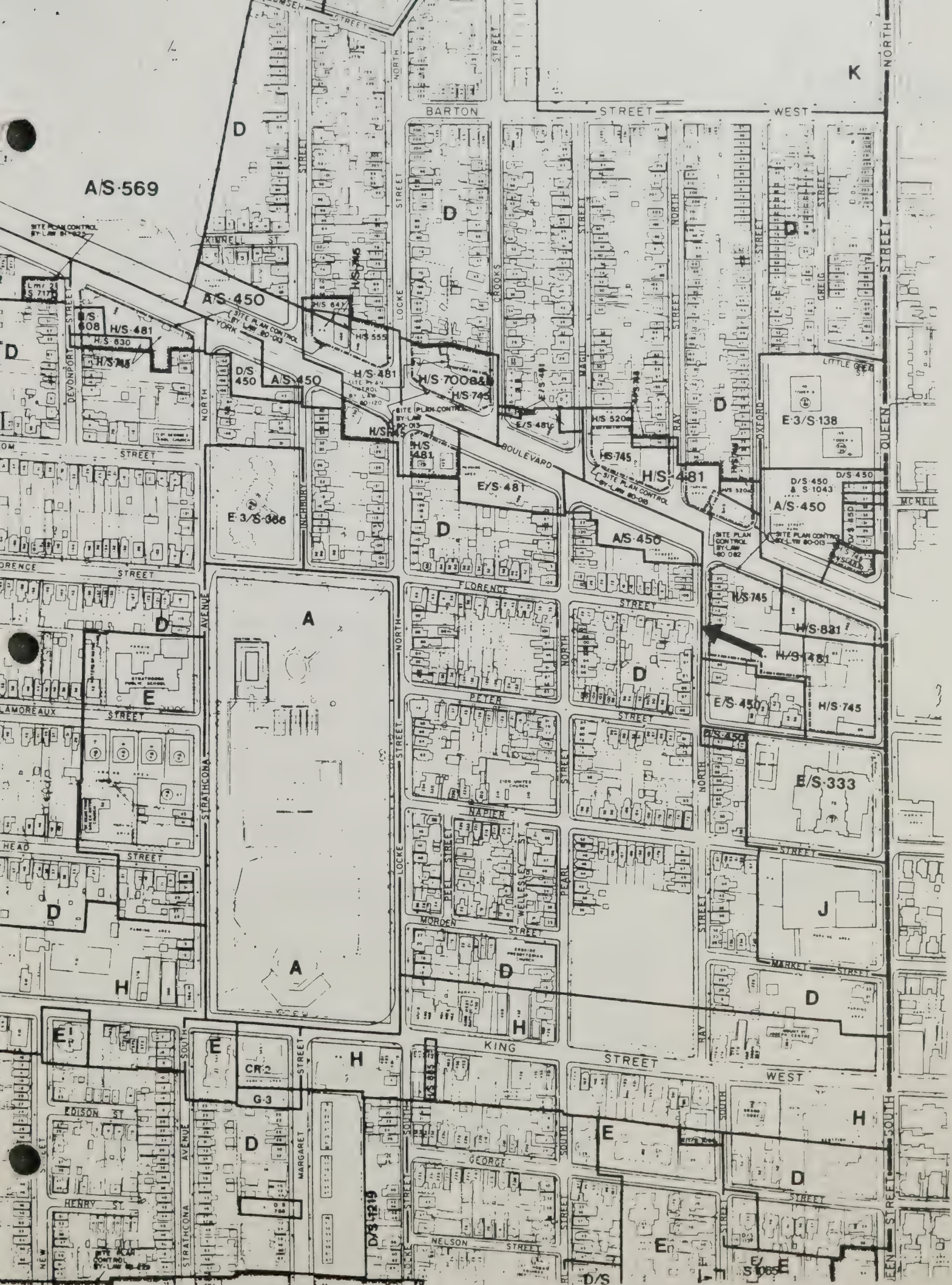
BACKGROUND:

Staff has received a request from Helen Qubaia, 110 Ray Street North, that a reserved "Permit Parking" space be designated on the west side of Ray across from her home since she is disabled.

Ray has a 22 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area. Staff has been advised that Mr. Mevljut Medobski, 1 Florence Street, supports the implementation of a reserved "Permit Parking" space adjacent to his home on Ray for use by Mrs. Qubaia.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Qubaia possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


A/S-569
A/S-450
D/S-450
A/S-450
H/S-481
H/S-745
H/S-700
H/S-555
H/S-481
H/S-745
E/S-481
H/S-481
H/S-745
H/S-481
E-3/S-138
D/S-450
A/S-450
E-3/S-386
E/S-481
A/S-450
H/S-745
H/S-881
H/S-481
E/S-450
H/S-745
E/S-333
CR-2
G-3
BARTON
STREET
WEST
KING
STREET
WEST
QUEEN
STREET
SOUTH
BOULEVARD
FLORENCE
STREET
PETER
STREET
NAPIER
STREET
MORDEN
STREET
MARKET
STREET
EDISON ST
HENRY ST
GEORGE
STREET
NELSON
STREET
LAMOREAUX
STREET
HEAD
STREET
STRATHCONA
AVENUE
SOUTH
LOCKE
STREET
SOUTH
MARGARET
AVENUE
INCHBURY
STREET
DEVONPORT
STREET
CROOKS
STREET
RAY
STREET
OXFORD
STREET
GREIG
STREET
LITTLE
QUEEN
STREET
MC NEIL
YORK
STREET
KINNEL
ST
BARTON
STREET
NORTH
WEST
KING
STREET
WEST
SITE PLAN CONTROL BY-LAW 80-015
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-005
SITE PLAN CONTROL BY-LAW 80-015
SITE PLAN CONTROL BY-LAW 80-015
SITE PLAN CONTROL BY-LAW 80-015

2(BXiXm)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 4
File No. TEC-103-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper Horning Road between Monteagle Court and Adis Avenue - Parking Regulations

RECOMMENDATION:

a) That the existing "No Parking" regulation on both sides of Upper Horning Road between Monteagle Court and Adis Avenue be replaced with an "Alternate Side Parking" regulation such that parking is prohibited:

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That Upper Horning Road from Scenic Drive to Stone Church Road be removed from the "through street" system; and

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

BACKGROUND:

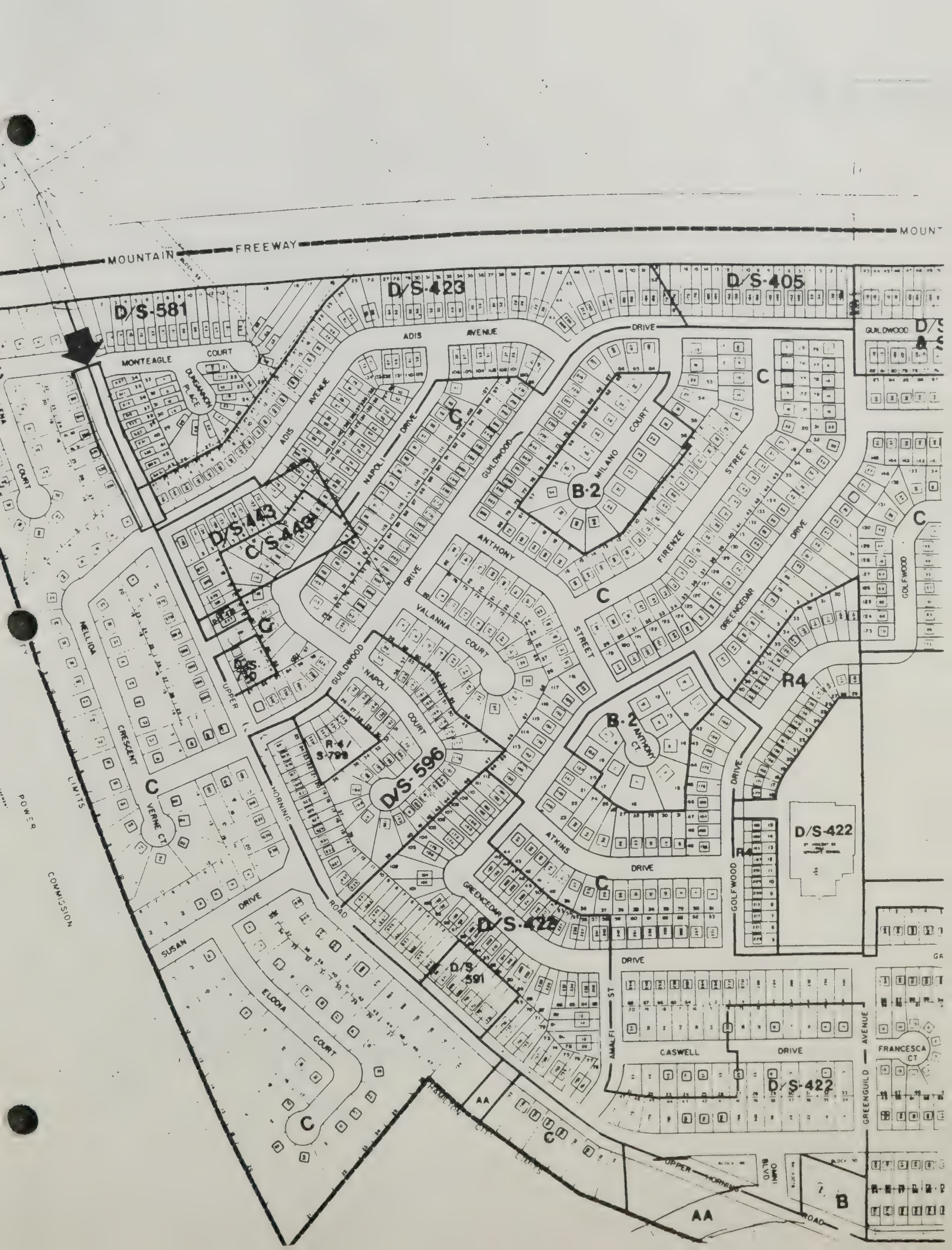
Staff has received a petition signed by representatives of 14 of the 19 residential properties abutting Upper Horning between Monteagle and Adis, requesting that an "Alternate Side Parking" regulation be implemented on the street in this block. All 14 of the petitioners are in favour of the requested regulation. The petition was also signed by representatives of 18 of the 21 residential properties abutting Upper Horning between Adis and Guildwood requesting that an "Alternate Side Parking" regulation be implemented on this section of street.

Upper Horning has a 27 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street. Upper Horning, north and south of the Freeway, was permanently closed as of November 1, 1995. As a result, through traffic volumes have decreased and Upper Horning no longer operates as a major collector. Staff has no serious objection to allowing on-street parking on one side of Upper Horning between Monteagle and Adis, however, due to the existing horizontal alignment of Upper Horning between Adis and Guildwood, staff does not support the request to allow on-street parking on this section of street.

Upper Horning will continue to operate as a bus route. Staff has contacted a representative from the H.S.R. and has been advised that they have no objections to allowing on-street parking on one side of the street in this area. Therefore, since 74 percent of the residents abutting Upper Horning between Monteagle and Adis support the request for an "Alternate Side Parking" regulation, staff concurs with the request.

Furthermore, staff recommends that Upper Horning from Scenic to Stone Church be removed from the "through street" system to allow overnight parking where parking is permitted.

SH/CVB/MBH/kg


MOUNTAIN FREEWAY
D/S-581
D/S-423
D/S-405
MONTEAGLE COURT
DUNCANNON PLACE
ADIS AVENUE
NAPOLI DRIVE
GUILDWOOD DRIVE
MILANO COURT
FIRENZE STREET
ANTHONY COURT
VALANNA COURT
GREENCEDAR DRIVE
GOLFWOOD DRIVE
ATKINS DRIVE
HORNING ROAD
UPPER HORNING ROAD
NELLIDA CRESCENT
VERNE CT.
SUSAN DRIVE
ELODIA COURT
AMALFI ST
CASWELL DRIVE
FRANCESCA CT
GREENGUILD AVENUE
D/S-596
D/S-591
D/S-422
D/S-443
C/S-443
R-4/S-799
B-2
R4
C
AA
B
POWER COMMISSION LIMITS

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 28
File No. TEC-097-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Barlake Avenue and Hollydene Place - Corner Clearance

RECOMMENDATION:

a) That the existing "No Parking" regulation on the west side of Barlake Avenue commencing at Hollydene Place and extending to a point 60 feet northerly therefrom be replaced with a "No Stopping" regulation from the north curb line of Barlake Avenue (south leg) and extending to a point 84 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

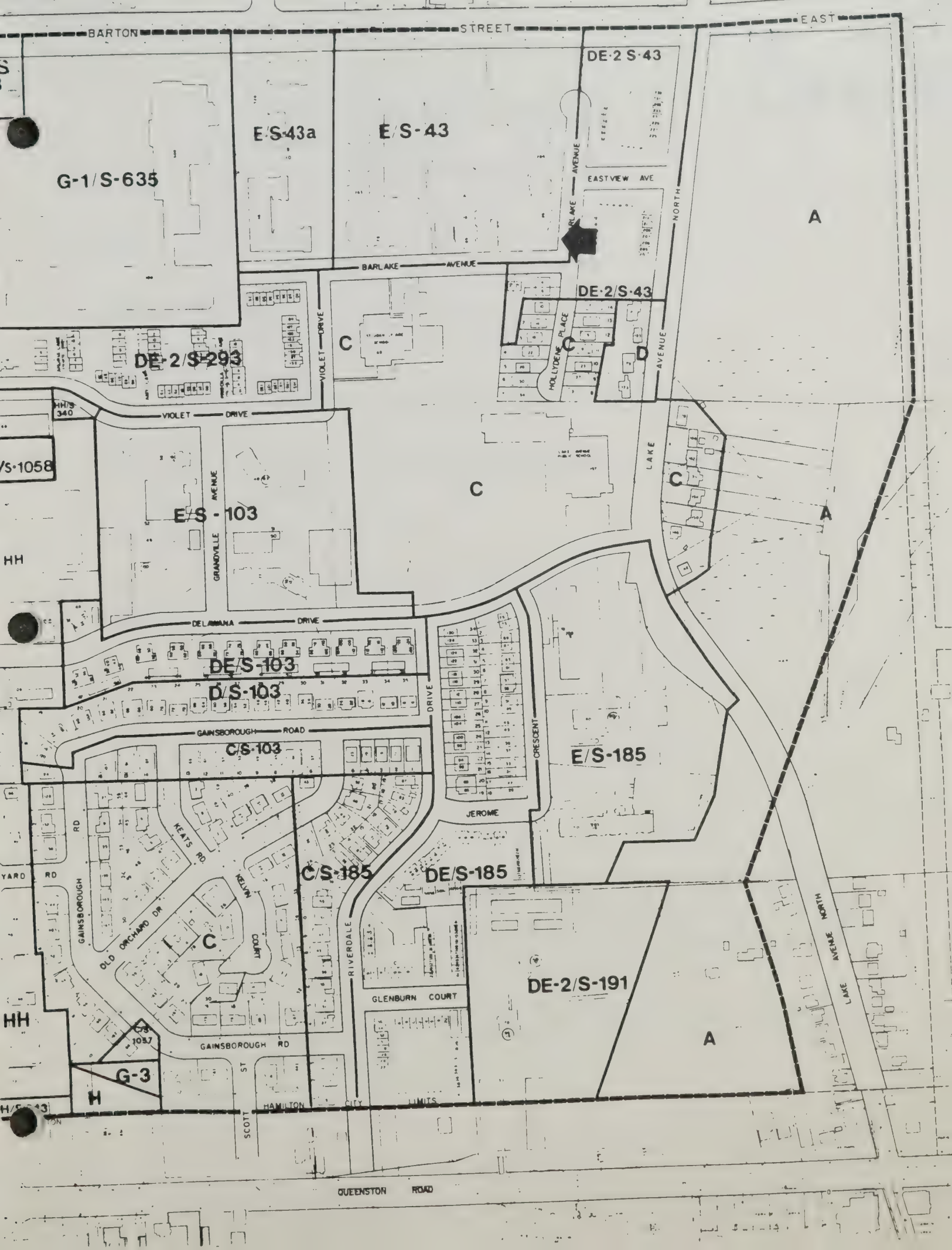
Sufficient funds are available in the 1996 budget to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Elaine Donovan, 95 Barlake Avenue, that parking be prohibited on the west side of Barlake Avenue adjacent to the exit from the underground parking garage of the Aynsley Apartments, 95 Barlake Avenue. Ms. Donovan has expressed concern that parked vehicles in this area obstruct visibility of motorists exiting the underground parking garage.

Barlake has a 40 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking with a 60 foot "No Parking" corner clearance on the west side of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in the area north of the driveway. The existing "No Parking" regulation permits motorists to stop in this area for the purpose of loading and unloading their vehicles, however, a "No Stopping" regulation would prohibit any stopping of vehicles in this area. The existing regulation could be changed to a "No Stopping" regulation and extended northerly to prohibit stopping on the north side of the exit. The implementation of the requested regulation would result in a loss of only one on-street parking space. Staff has recently contacted Mr. John Caucci, Effort Trust Manager of 95 Barlake Avenue, and has been advised that he concurs with the request. Therefore, staff concurs with this request.

SH/CVB/MBH/kg


BARTON STREET EAST
DE-2 S-43
E/S-43a
E/S-43
G-1/S-635
EASTVIEW AVE
BARLAKE AVENUE
DE-2/S-43
DE-2/S-293
VIOLET DRIVE
HOLLYDENE PLACE
LAKE AVENUE NORTH
A
C
D
E/S-103
GRANDVILLE AVENUE
DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
C/S-103
E/S-185
CRESCENT
JEROME
KEATS RD
KELVIN COURT
C/S-185
DE/S-185
OLD ORCHARD DR
GAINSBOROUGH RD
RIVERDALE
GLENBURN COURT
DE-2/S-191
LAKE AVENUE NORTH
G-3
H
HH
HAMILTON CITY LIMITS
SCOTT ST
QUEENSTON ROAD

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 21
File No. TEC-093-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Garth Street and Glenvale Drive - Corner Clearance

RECOMMENDATION:

That the existing by-law entry allowing for a "No Stopping" regulation on the south side of Glenvale Drive commencing at Garth Street and extending to a point 46 feet westerly therefrom be rescinded.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

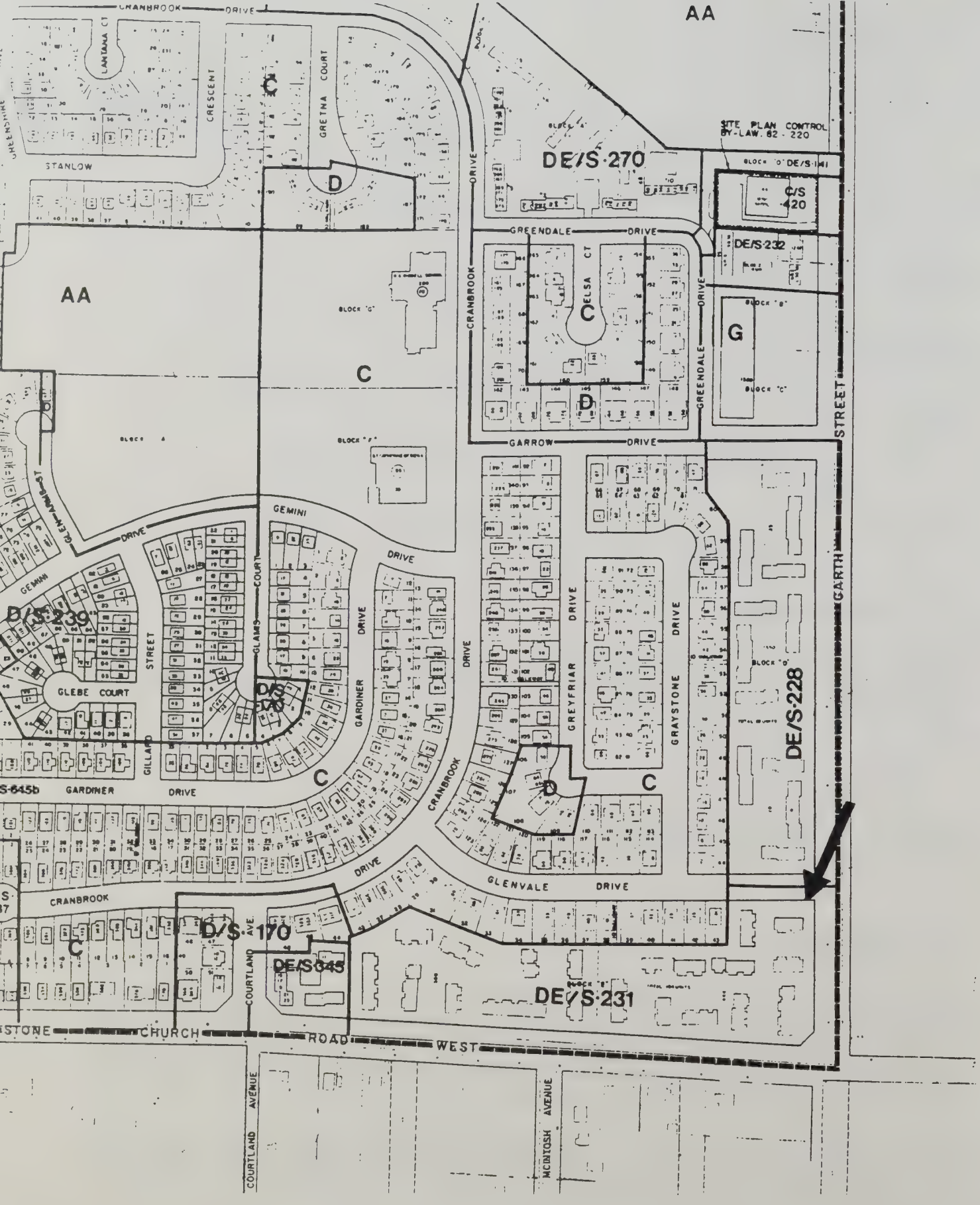
N/A

BACKGROUND:

The City Council at its meeting held on 1996 May 14, approved the implementation of a "No Stopping" corner clearance on the south side of Glenvale commencing at Garth and extending 46 feet westerly therefrom to facilitate turning movements at the intersection. Alderman D'Amico and Alderman Ross have now requested that the by-law entry be rescinded and that the regulation not be implemented as on-street parking in this area is at a premium.

While it would be advantageous from a traffic point of view to prohibit parking in this area, staff has no serious objection with this request. The general provision of "No Stopping" within 20 feet of a crosswalk will still be implemented.

SH/CVB/MBH/kg


CRANBROOK DRIVE
LANTANA CT
CRESCENT
GRETNA COURT
STANLOW
AA
C
D
DE/S·270
SITE PLAN CONTROL BY-LAW 82 - 220
C/S 420
DE/S·232
GREENDALE DRIVE
CRANBROOK DRIVE
ELSA CT
G
GREENDALE DRIVE
GARROW DRIVE
STREET
GEMINI DRIVE
GLENANNE ST
D/S·239
GLEBE COURT
STREET
GLAMIS COURT
D/S 345
GARDINER DRIVE
GILLARD
CRANBROOK DRIVE
GREYFRIAR DRIVE
GRAYSTONE DRIVE
DE/S·228
GARTH
GLENVALE DRIVE
CRANBROOK
D/S·170
DE/S·345
COURTLAND AVE.
DE/S·231
CHURCH ROAD WEST
COURTLAND AVENUE
MCINTOSH AVENUE

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 14
File No. TEC-088-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Central Avenue and
Wexford Avenue South - Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Central Avenue and Wexford Avenue South, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

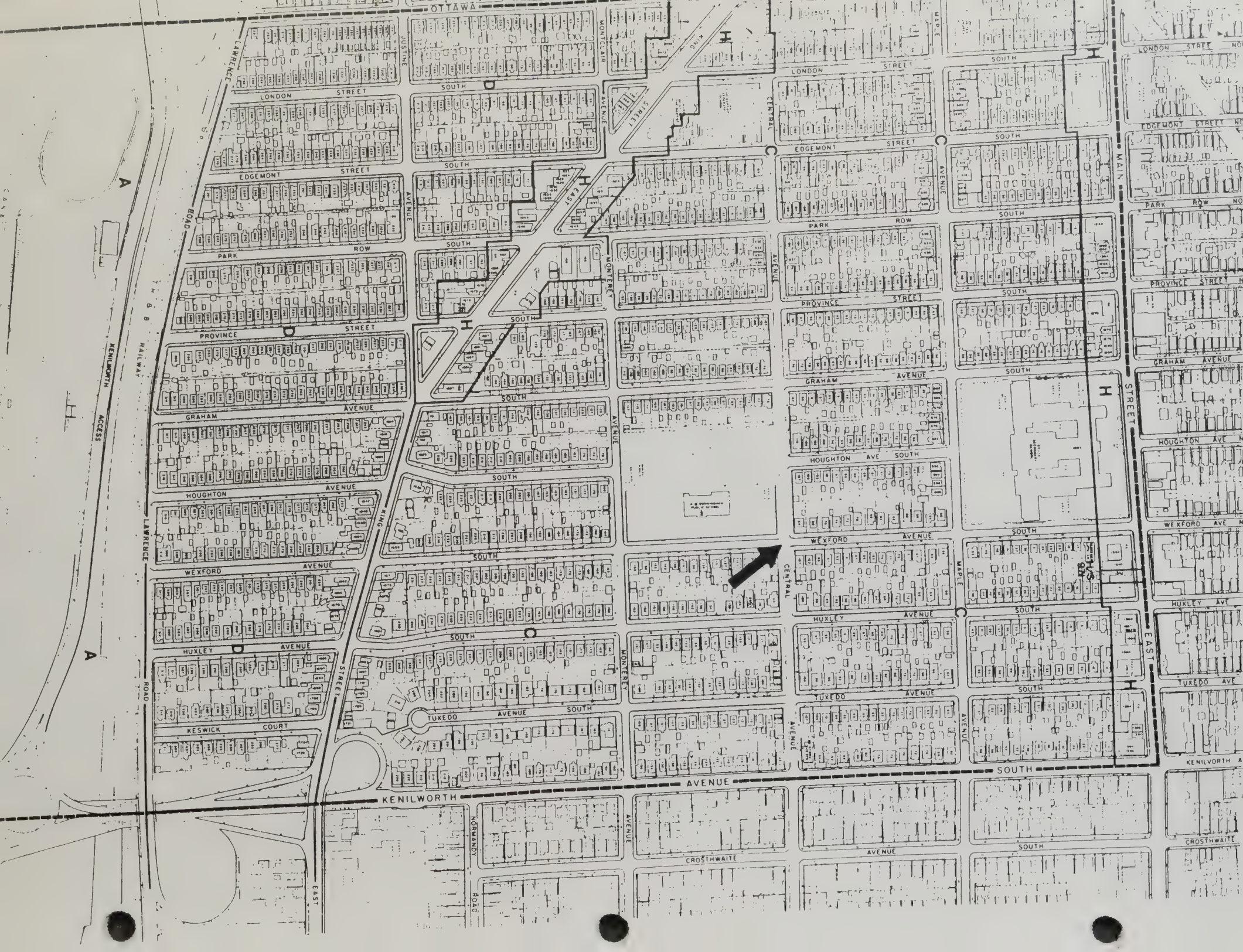
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Sandra Kalliokoski, 115 Wexford Avenue South, has requested an investigation into the need for four-way stop control at the intersection of Central and Wexford. The subject intersection is currently controlled by north/south stop signs and meets at least one of the criteria respecting the use of all-direction stop control since it is immediately adjacent to an unfenced playground/park and A.M. Cunningham School. Therefore, staff concurs with the request.

TA/MH/kg


OTTAWA
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVENUE
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO AVENUE
KESWICK COURT
KENILWORTH AVENUE SOUTH
CROSTHWAITE AVENUE
SOUTH
LAWRENCE ROAD
MAIN STREET EAST
CENTRAL AVENUE
MONTEREY AVENUE
KING STREET
MONTCLAIR AVENUE
MAPLE AVENUE
NORMANDY ROAD
T.H. 8 & 8 RAILWAY ACCESS
A
A
H
H
H
H

2(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 31
File No. TEC-109-96 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Britannia Avenue from Kenilworth Avenue to Strathearne Avenue - Parking Regulations/Intersection Control

RECOMMENDATION:

a) That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Britannia Avenue/Cannon Street East between Kenilworth Avenue and Strathearne Avenue, be removed; and

b) That four-way stop control be implemented at the intersections of Britannia Avenue and Tragina Avenue and Britannia Avenue and Fairfield Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

L. Lutt. England for
D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1996 budget to cover the cost of removing the subject signs, and manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

At the 1995 December 04 meeting of the Transport and Environment Committee, Alderman Copps expressed concern about traffic safety on Britannia due to a fatal collision involving an impaired motorist at Britannia and Fairfield. The Committee instructed staff to report back at a future meeting.

For many years, the residents have been concerned about the volume and speed of traffic on Britannia from Kenilworth to Strathearne. Repetitive requests have been received in recent years for such measures as stop signs because of the relatively large volume of traffic on what is fundamentally a residential collector street. The street has always been a "through street" such that all intersecting streets stop for Britannia. This has resulted in a volume of traffic in the range of 8,000 to 12,000 vehicles per day, which is far higher than a typical residential collector street.

In past years, limited capacity on such streets as Main and Barton has made it desirable to accommodate a certain volume of through traffic on Britannia. However, in recent years, the capacity of these roadways has increased dramatically, as the result of the channelization of major intersections on both Main and Barton. In fact, traffic on Britannia has decreased by approximately 30 percent as a result of these improvements and due to the erection of stop signs at two locations east of Strathearne. However, the volume and speed of traffic is still a concern of the area residents.

Since Britannia is fundamentally a residential collector street which runs through the centre of a residential neighbourhood, and is abutted by Andrew Warburton Park, it would be appropriate to downgrade the status of Britannia by the installation of stop signs at regular intervals.

In consultation with Aldermen Copps and Wilson the intersections of Britannia and Tragina and Britannia and Fairfield have been selected as appropriate locations for all-way stop control and staff would not object to stop signs at these locations.

Also, the lower traffic volumes on Britannia no longer require that stopping be prohibited during the evening rush hour. Therefore, to assist with parking difficulties, staff recommends that the "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Britannia be removed.

Both Alderman Copps and Alderman Wilson have advised that they support the recommendation.

TA/kg

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION-

J. S. Fawcett June 5/95

DATE: 1995 June 5
File No. TEC-107-96 / Author: R. Walshaw

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Signal Cable

RECOMMENDATION:

That a purchase order be issued to Nedco, Hamilton Ont. for the supply and delivery of traffic signal cable as required by the Public Works and Traffic Department, being the lowest bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the expenditure of $62,905 including taxes be financed through the Traffic Signals Materials Account No. 56152-75999.

As this work is to be completed as soon as possible, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1996.

BACKGROUND:

This tender was advertised and three suppliers submitted bids. The recommended supplier submitted the lowest bid on the items being recommended.

Tender C17-2-96 Traffic Signal Cable

Supplier	10,000m 6 pair Communication Cable	10,000m 14 conductor Control Cable
NEDCO	$2.25/m	$3.20/m
Graybar	no bid	$4.355/m
Advance Signal Kontrol	$4.37/m	no bid

CFS JRW/jrw

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 21
File No. TEC-092-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Confederation Park Bus Route - Bus Stop Installations

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be installed:

Route #56 Confederation Park

Add - Northbound -	Centennial Parkway North, east side, 41 feet south of the south curb line of Violet Drive (N/S); and
Add - Southbound -	Centennial Parkway North, west side, 126 feet south of the south curb line of Eastgate Court (M/B); and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

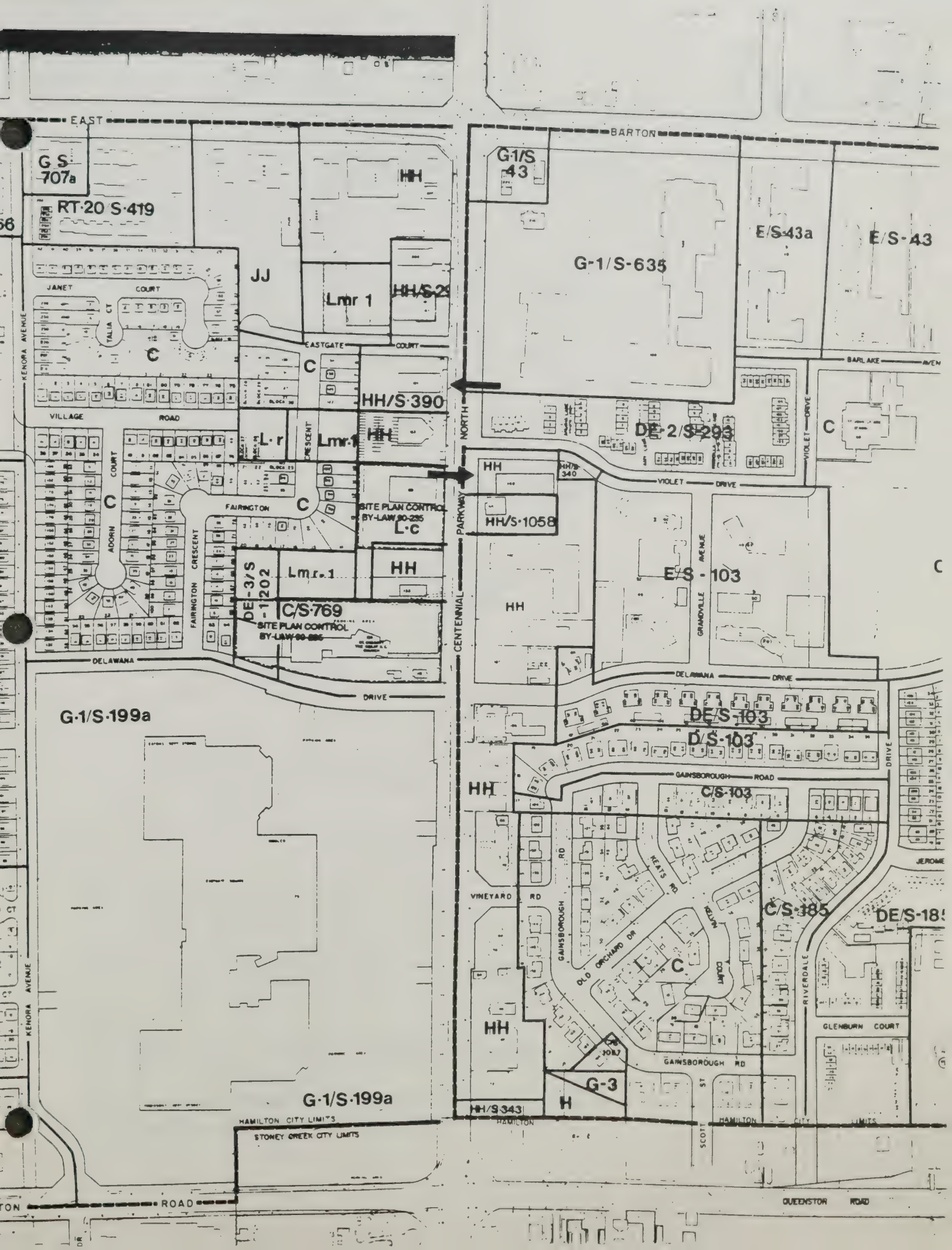
Sufficient funds are available in the 1996 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway Company has requested permission to install two additional bus stops along Centennial. These new stops will improve the route coverage for area customers who utilize this "Summer Only" service.

Staff has investigated this request and finds it satisfactory from a traffic point of view. There will be no loss of on-street parking since one proposed bus stop is presently signed with a "No Stopping" regulation and the other is signed with a "No Parking" regulation.

SH/CVB/MBH/kg


EAST
BARTON
G-S-707a
RT-20-S-419
G-1/S-43
E/S-43a
E/S-43
G-1/S-635
JJ
Lmr 1
HH/S-2
HH
JANET
COURT
TALIA CT
C
EASTGATE
COURT
HH/S-390
VILLAGE
ROAD
L-r
Lmr-1
CRESCENT
KENORA AVENUE
NORTH
PARKWAY
CENTENNIAL
BARLAKE
AVEN
DE-2/S-293
VIOLET
DRIVE
HH/S-340
HH/S-1058
ADORN
FAIRINGTON
SITE PLAN CONTROL
BY-LAW 80-235
L-C
E/S-103
GRANDVILLE
AVENUE
DE-3/S-1202
Lmr-1
C/S-769
SITE PLAN CONTROL
BY-LAW 80-235
DELAWANA
DRIVE
G-1/S-199a
DE/S-103
D/S-103
GAINSBOROUGH
ROAD
C/S-103
VINEYARD
RD
KEATS RD
OLD ORCHARD DR
GAINSBOROUGH
HELEN
LINDA
C/S-185
DE/S-185
RIVERDALE
JEROME
GLENBURN COURT
G-3
H
HH/S-343
HAMILTON CITY LIMITS
STONEY CREEK CITY LIMITS
SCOTT ST
QUEENSTON ROAD

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 May 21
File No. TEC-091-96 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Locke Bus Route - Bus Stop Removals and Installation

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed and installed:

Route #7 Locke

Delete - Westbound Hunter Street West, north side, 77 feet east of the east curb line (projected) of Park Street (M/B); and

Delete - Westbound Hunter Street West, north side, 37 feet east of the east curb line of Bay Street South (N/S); and

Add - Westbound Duke Street, north side, 15 feet east of the east curb line of Bay Street South (N/S); and

b) That the existing Hamilton Street Railway bus route designation on Duke Street from James Street South to Park Street South be extended westerly to Bay Street South; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

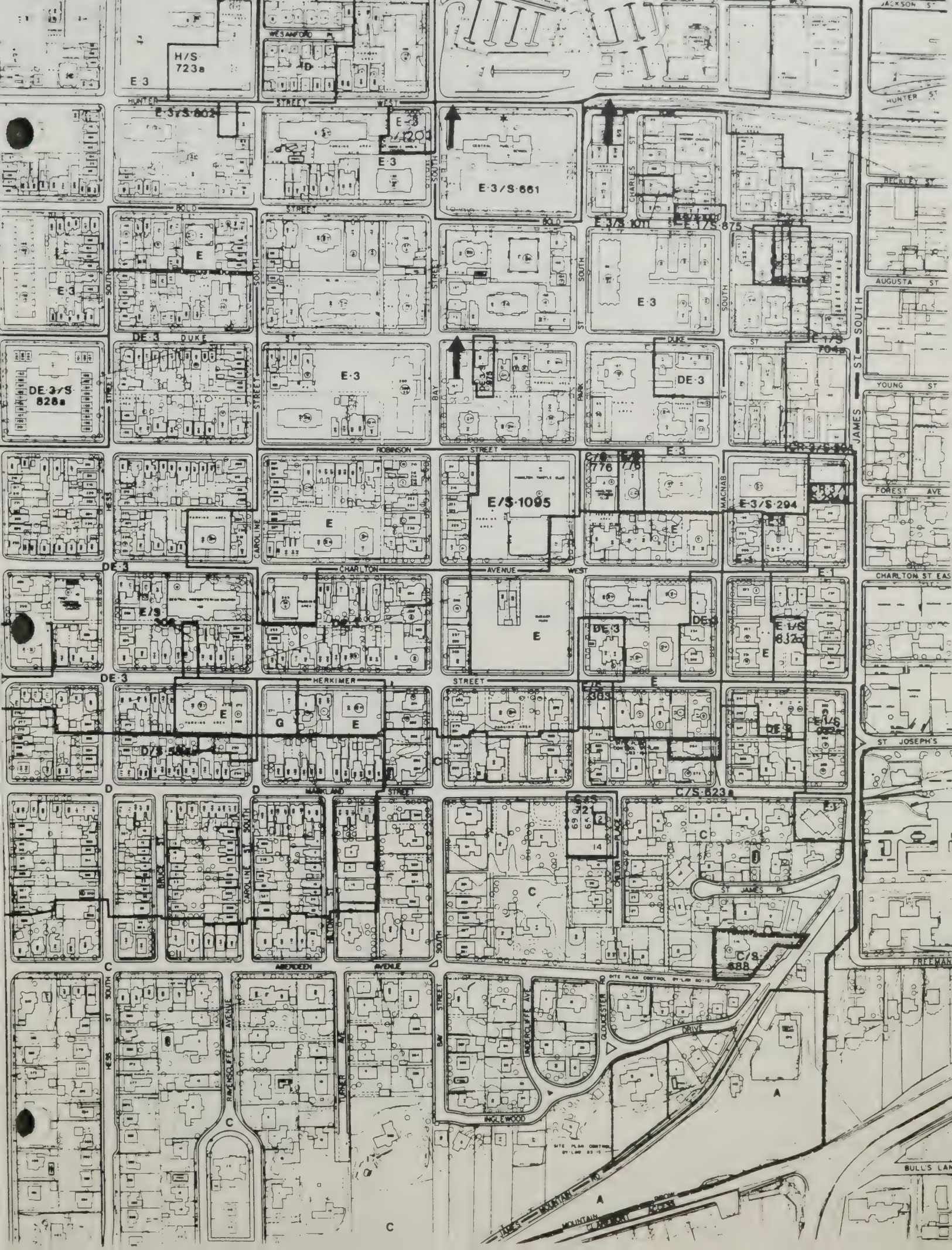
Sufficient funds are available in the 1996 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway Company has requested permission to add one bus stop on Duke Street and to delete two bus stops on Hunter Street West in conjunction with an initiative to improve public transit for the Durand Neighbourhood. The #7 Locke bus route has been modified such that the bus will now travel westbound on Duke instead of on Hunter.

Staff has investigated this request and finds it satisfactory from a traffic point of view. There will be no loss of on-street parking as the subject areas are presently signed with a "No Parking" regulation. Also, the property abutting the area of the proposed bus stop has provision on-site for loading and unloading via a driveway.

DR/SH/CVB/MBH/kg


HUNTER STREET WEST
BOLD STREET
DUKE ST
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARYLAND STREET
ABERDEEN AVENUE
INGLEWOOD DRIVE
ST JAMES PL
JACKSON ST
HENRY ST
AUGUSTA ST
YOUNG ST
FOREST AVE
CHARLTON ST EAST
ST JOSEPH'S
JAMES ST SOUTH
CHARLES ST
MACNAB
CAROLINE ST SOUTH
BAY ST SOUTH
PARK
GLOUCESTER
UNDERCLIFFE AVE
RACKSCLIFFE AVENUE
TURNER AVE
BULL'S LANDING
MOUNTAIN PLACE
MOUNTAIN
H/S 723a
E-3/S-602
E-3/S-661
E-3/S-875
DE-3/S-828a
E/S-1095
E-3/S-294
E/S-306
E/S-832a
D/S-506
C/S-623a
C/S-688
E-3
DE-3
C
D
A

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 7
File No. TEC-110-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 157 Ferrie Street East - Discharge of a Residential Boulevard Parking Agreement

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 131725 C.D. to the property at No. 157 Ferrie Street East be discharged, at the property owner's expense; and

b) That the City Solicitor be authorized and directed to process the documents in relation to the discharge of this agreement; and

c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay $20. to the City annually for insurance and administrative costs.

BACKGROUND:

In 1979, staff approved an application by the owner of the property at No. 157 Ferrie Street East to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1979 July 18.

The present owner of the property has requested that the existing agreement be discharged, so that she may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. The entire front yard was hard surfaced over ten years ago, thus the "50 percent landscaping by-law" is not applicable. Therefore, staff concurs with the request.

CVB/MBH/kg

c.c. P. Noé Johnson, City Solicitor

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Highway Closure)
The 11 foot alley being parallel to Tisdale Street South between Main Street East and King Street East, Hamilton
Hamilton Automobile Club
Maindale Properties Limited

RECOMMENDATION:

That Item 3 of the 14th Report of the Transport and Environment Committee, approved by City Council on 1987 October 13, be rescinded in its entirety and replaced by:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

"the lands composed of part of an 11 foot alley, Registered Plan 224, being parallel to Tisdale Street South between King Street East and Main Street East, in the City of Hamilton, more specifically known as firstly, Parts 1, 2 and 3 on Plan 62R-5120 and secondly, Parts 1 and 2 on Plan 62R-13270, containing an area of 87.62 square metres (943.16 square feet)"

(b) That an Offer to Purchase (Highway Closure), duly executed by the Hamilton Automobile Club on 1996 May 17 and scheduled to close thirty (30) days after the conditions of the Offer have been fulfilled to the satisfaction of the City being on or before the 1996 December 6, for the lands composed of part of an 11 foot alley, Registered Plan 224, being parallel to Tisdale Street between King Street East and Main Street East, in the City of Hamilton, more specifically known as

first, Parts 1, 2 and 3 on Plan 62R-5120, and secondly, Parts 1 and 2 on Plan 62R-13270, containing a total area of 87.62 square metres (943.16 square feet), more or less, as shown on Schedules "A" and "B" attached to the agreement, closed by Judge's Order dated 1993 December 21, registered as Instrument No. 174069 on 1994 January 14, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $4,480, be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(c) That the required deposit cheque in the amount of $400 be held by the City Treasurer pending Council approval; and,

(d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(e) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in a form prescribed pursuant to Section 193 of the Municipal Act.

(f) That an Offer to Purchase (Highway Closure) to be executed by Maindale Properties Limited and scheduled to close thirty (30) days after the conditions of the Offer have been fulfilled to the satisfaction of the City being on or before the 1996 December 6, for the lands composed of part of an 11 foot alley, Registered Plan 224, being parallel to Tisdale Street between King Street East and Main Street East, in the City of Hamilton, more specifically known as Parts 1 and 2 on Plan 62R-13270, containing 5.62 square metres (60.5 square feet), more or less, as shown on Schedule "A" attached to the agreement, closed by Judge's Order dated 1993 December 21, registered as Instrument No. 174069 on 1994 January 14, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $290, be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(g) That the required deposit cheque in the amount of $30 be held by the City Treasurer pending Council approval; and,

(h) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(i) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice will be given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in a form prescribed pursuant to Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total amount of $4,770 hereby derived from the sale of the closed alleyway be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

On 1979 July 31 in adopting Item 7 of the 24th Report of the Traffic and Engineering Committee, City Council approved an application to close the subject alleyway with the property to be sold to the abutting owners for fair market value.

Consequently, Offers to Purchase portions of the closed alleyway were executed by the abutting owners, the Hamilton Automobile Club and Maindale Properties Limited and approved by City Council on 1987 October 13 as Item 13 of the 14th Report of the Transport and Environment Committee.

The Hamilton Automobile Club was to purchase Parts 1, 2 and 3 on Plan 62R-5120 with Maindale Properties Limited to purchase Part 4 on Plan 62R-5120. However, during the title search in preparation to sell the closed alleyway it was noted that the Hamilton Automobile Club was the owner of the property that not only abutted Parts 1, 2 and 3, Plan 62R-5120 but also the property that abutted the westerly portion of Part 4, Plan 62R-5120 with Maindale Properties

Limited abutting the easterly portion of Part 4. Subsequently, as the Municipal Act sets out that in the case where a highway (alleyway) has been closed up and is to be sold, all abutting owners to that portion of the closed alleyway are to be offered the opportunity to purchase half (1/2) of the lands for sale. As a result a new survey was prepared showing the original Part 4, Plan 62R-5120 as two separate parts being Part 1 and 2 on Plan 62R-13270. Therefore, new documents had to be executed by both parties indicating the sale of Part 1, Plan 62R-13270 to the Hamilton Automobile Club and Part 2, Plan 62R-13270 to Maindale Properties Limited.

Due to the requirements of having a new survey and new documents executed, the original sale recommendation of 1987 is being rescinded and replaced with this new recommendation which sets out the correct disposal of the alleyway through the subject sales. The funds that are being derived from the sale of the alleyway to the respective abutting property owners has remained at the same market value rate as was originally approved by City Council in 1987.

In compliance with Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) On 1979 July 31, City Council approved Item 7 of the 24th Report of the Traffic and Engineering Committee declaring the subject lands surplus to the requirements of the City;

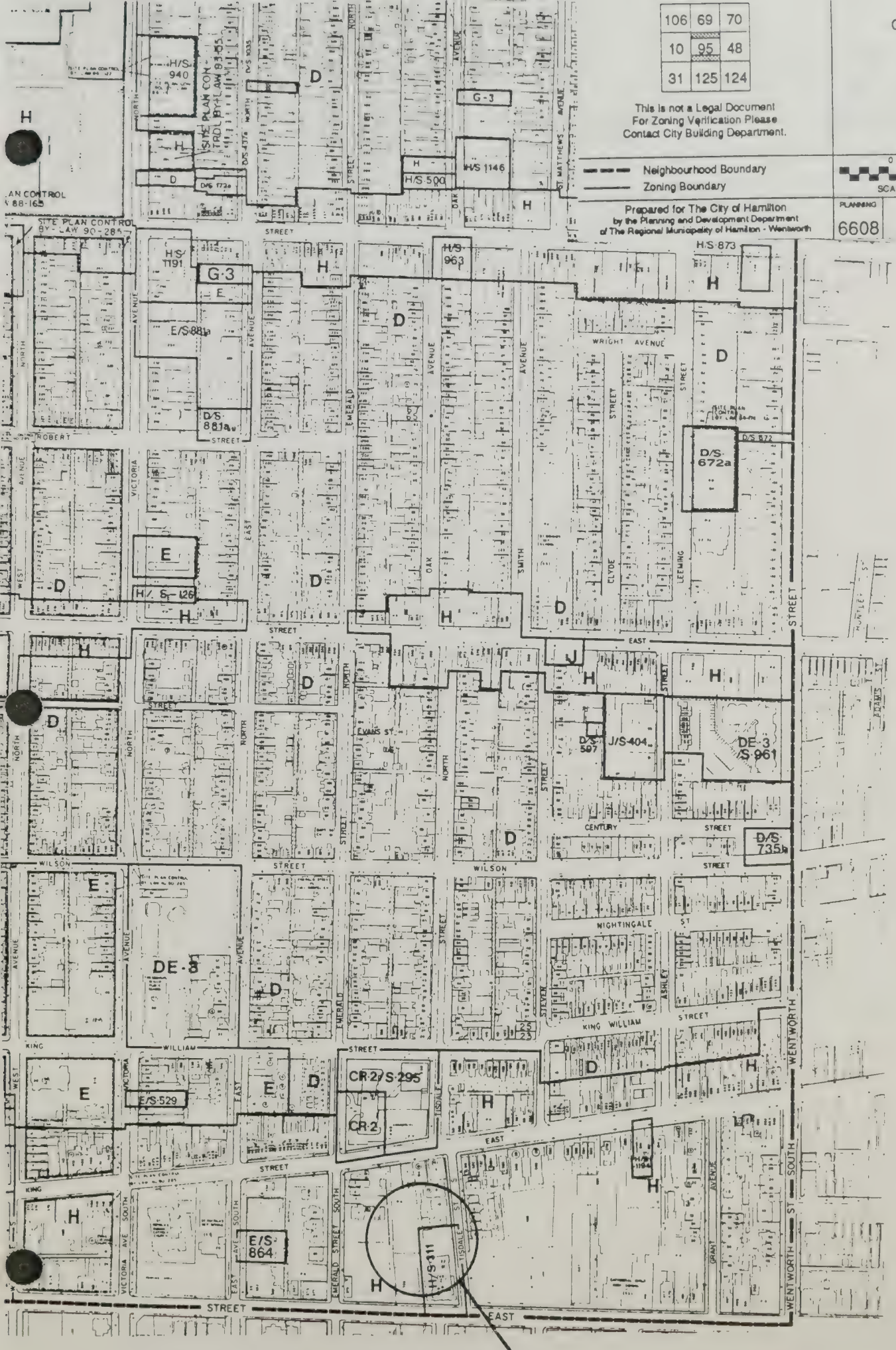
(b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law No. 95-049, satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(c) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

KN/nw

c.c. P. Noé Johnson, City Solicitor
Attention: Jennifer Lessing
A. Ross, Treasurer
C. Bandurka, Property Clerk, Surveys
V. Zingaro, Manager, Road Programming, Roads Department

(30.1.32)


106 69 70
10 95 48
31 125 124
This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.
CITY OF HAMILTON
LANDSDALE
ZONING
Neighbourhood Boundary
Zoning Boundary
0 100m
SCALE 50m
Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth
PLANNING
6608
H/S 940
H/S 1146
H/S 500
H/S 1191
H/S 963
H/S 873
G-3
E/S 881a
D/S 881a
D/S 672a
D/S 872
E
H/S 126
D/S 597
J/S-404
DE-3
/S-961
D/S 735a
DE-3
CR-2/S-295
CR-2
E/S-529
E/S 864
H/S-311
STREET
AVENUE
EAST
WEST
NORTH
SOUTH
KING
WILLIAM
WILSON
CENTURY
NIGHTINGALE
WENTWORTH ST SOUTH
WRIGHT AVENUE
EVANS ST
ROBERT
VICTORIA
EMERALD
OAK
CLYDE
LEEMING
TISDALE
ASHLEY
GRANT
HUNTLEY ST
ADAMS ST

2(D)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June, 7
S702-46 P. Strong
S723-66 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: J. Thoms
Commissioner
Regional Environment Department

SUBJECT: **1996 Servicing Expenditures Related to Subdivisions (R-96-28)**

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

" BAR-BROCK ESTATES - PHASE 4 ", Hamilton

City's Share $ -NIL- **Subdivider's Share $118,291.53**

" WISEMOUNT ESTATES - PHASE 7 ", Hamilton

City's Share $ -NIL- **Subdivider's Share $39,182.60**

cont'd...

cont'd...

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Bar-Brock Estates - Phase 4", and "Wisemount Estates" and any other related documents for this Subdivision subject to the approval of the City Solicitor.

c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

J. D. Thoms,
Commissioner
Regional Environment Department

Eugene P. Chajka, P.Eng.
Manager of Development

cont'd...

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is no City share associated with the cost of installation of City services for these subdivisions.

BACKGROUND:

"BAR-BROCK ESTATES - PHASE 4"

At its meeting of April 19, 1988, Regional Council approved Item 3, of the Economic Development and Planning Department, 7-88 for the draft plan for Bar-Brock Estates, subject to certain conditions.

The owner of Bar-Brock Estates - Phase 4, Queendale Garden Homes Limited, will be executing a Subdivision Agreement, as a condition of draft plan approval with the City in the near future. The development of Bar-Brock - Phase 4 will result in the creation of 17 single family residential building lots.

This development is located in the Eleanor Neighbourhood east of Upper Sherman Avenue and north of Rymal Road East.

There is no cost sharing with the City of Hamilton with the development of this subdivision.

cont'd...

"WISEMOUNT ESTATES - PHASE 7"

At its meeting of September 27, 1983 City Council approved the draft plan for Wisemount Forest Survey Phase III, now known as Wisemount Estates. The owner, 822827 Ontario Inc., wishes to proceed with the development of Wisemount Estates - Phase 7 at this time.

One of the conditions of draft plan approval requires the owner to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The development of Wisemount Estates - Phase 7 will result in the creation of 12 single family lots for residential use.

The lands of Wisemount Estates - Phase 7 are located west of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road East in the Lisgar Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developers' Consulting Engineers and have been approved by the Manager of Development, of the Regional Environment Department.

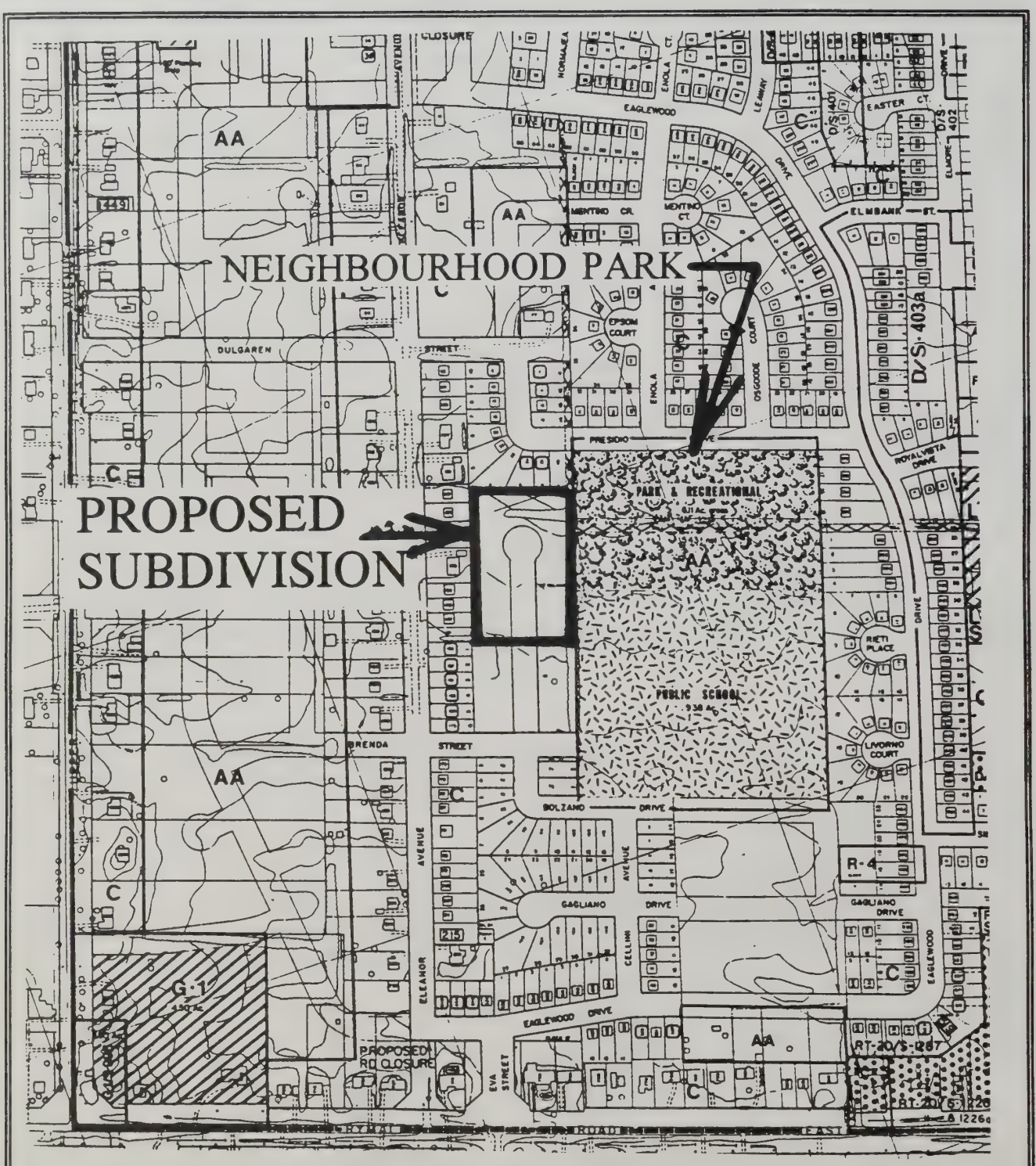
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cc: A. C. Ross, City Treasury Department
cc: Councillor D. Ross, Chairman, Fin.& Administration Committee
cc: S. Reeder, Secretary, Fin. & Adm. Com.

1996 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
BAR-BROCK ESTATES	17 LOTS	COUNCIL	Catch Basins &					
PHASE 4		APRIL 19, 1988	Connections	$0.00	$0.00			
QUEENDALE GARDEN	HAMILTON	ED & P	Curbs & Sidewalks	$0.00	$0.00			
HOMES LIMITED		7-88	Finished Roads	$0.00	$0.00			
W.L. SEARS		ITEM NO 3	Sewers & Watermains	$0.00	$0.00			
FILE NO S702-46			Seeding/Sodding	$0.00	$0.00			
P. STRONG			Street Lighting	$0.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$0.00	$0.00	$118,291.53	$118,291.53
WISEMOUNT ESTATES	12 LOTS	COUNCIL	Catch Basins &					
PHASE 7	HAMILTON	SEPT. 27, 1983	Connections	$0.00	$0.00			
822827 ONTARIO INC		P&D REPORT	Curbs & Sidewalks	$0.00	$0.00			
URBEX ENGINEERING LTD.		19-83	Finished Roads	$0.00	$0.00			
FILE NO S723-66		ITEM NO. 4(b)	Sewers & Watermains	$0.00	$0.00			
P. STRONG			Seeding/Sodding	$0.00	$0.00			
			Street Lighting	$0.00	$0.00			
			Fencing	$0.00	$0.00	$0.00	$39,182.60	$39,182.60
TOTALS:				$0.00	$0.00	$0.00	$157,474.13	$157,474.13

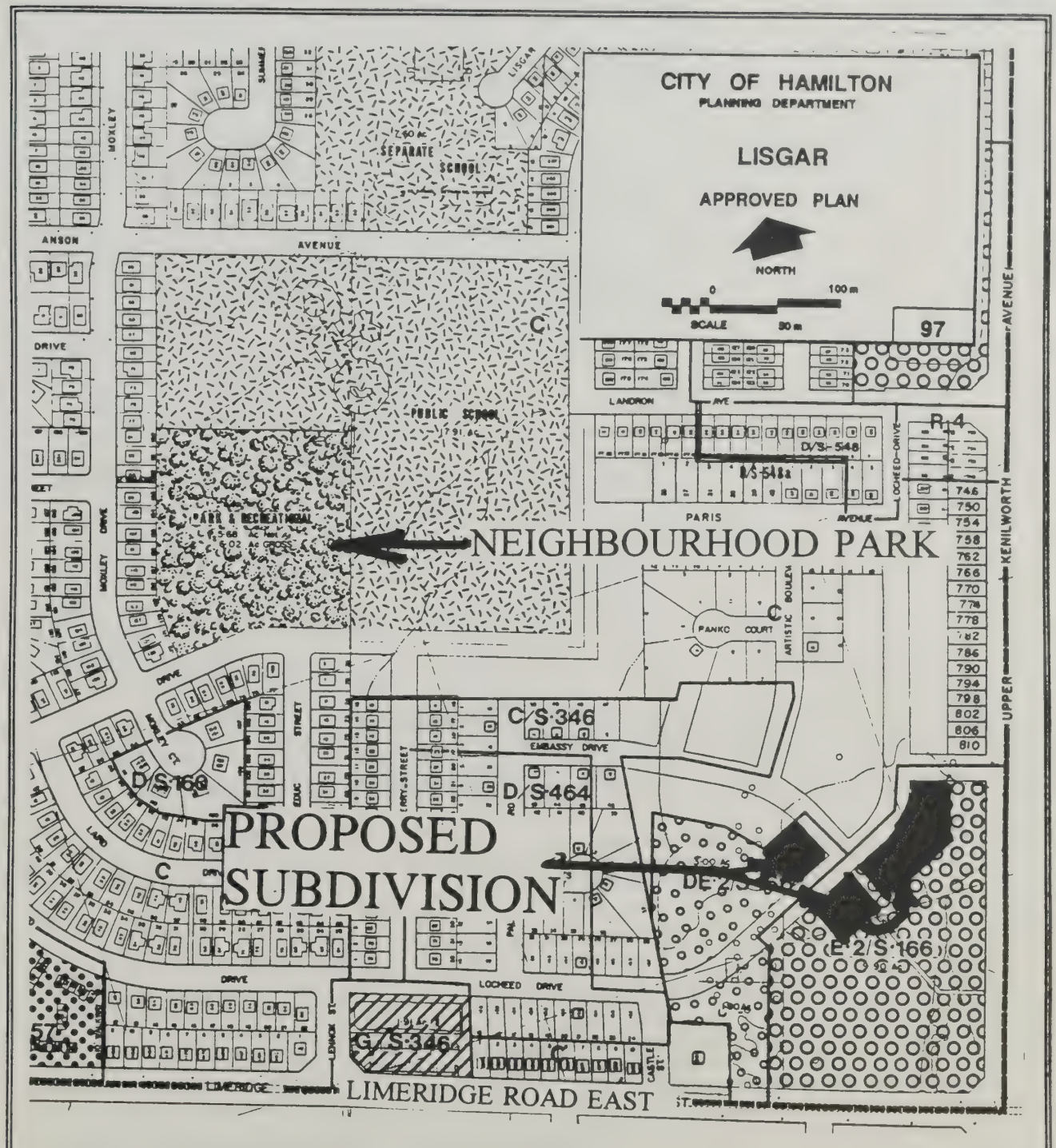
* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LOCATION PLAN

"BAR-BROCK ESTATES - PHASE 4", HAMILTON

SUBLIST/DISC



LOCATION PLAN

"WISEMOUNT ESTATES - PHASE 7", HAMILTON

SUBLIST/DISC

2(D)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 5
T103-14 M. Trink

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: 1996 Annual Overload Permit -
Trimac Transportation Services

RECOMMENDATION:

a) That in accordance with By-Law 89-72, Trimac Transportation Services be issued Annual Overload Permits for the year 1996 for eight (8) tractor-trailers to travel upon Burlington Street East, Windermere Road and Strathearne Avenue; and

b) That of the $709.40 total carrying fee, 10 percent or $70.94 be credited to City Account No. 25827011 (Overload Permit Fees).

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Eight (8) tractor-trailers carrying six-tenths (0.6) of a tonne overload at the 1996 $138.00 overload charge per tonne results in a carrying fee of $709.40. An Administrative charge of $47.00 is included in this fee. Of this total, 10 percent or $70.94 relates to City streets and 90 percent or $638.46 relates to Regional roads.

Cont'd ....

1996 Annual Overload Permit
Trimac Transportation Services

Cont'd ....

BACKGROUND:

Staff has received a request from Trimac Transportation Services for Annual Overload Permits for eight Trimac Tractor-Trailers to haul loads from Stelco or Dofasco on Burlington Street East to National Slag at No. 139 Windermere Road as well as from National Slag to Burlington Street East and Strathearne Avenue to the South Gateway Pier 25.

Staff has reviewed this request, in accordance with By-law R89-72 and the Highway Traffic Act, and has determined that the overload and related permit fee would be as follows:

> Eight (8) tractor-trailers @ six-tenths (0.6) of a tonne overload at $138.00 per overload tonne plus a $47.00 administrative charge = $709.40.

:mt

cc: J. Randazzo, Supervisor of General Revenues, Regional Finance
T. Daw, Manager of Revenues, City Treasury

2(D)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 6
S609-01 & S715-32 & E220-0706 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Division

SUBJECT:

To incorporate certain City land into various streets by By-Laws. (R-96-30)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Appleblossom Drive	Part 3	62R-13733
Brigadoon Drive	Block 13	62M-753

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Appleblossom Drive	Part 3, on Plan 62R-13733	N/A	To complete a condition of severance	S609-01 E220-0706
Brigadoon Drive	Block 13, on Plan 62M-753	N/A	To complete final street widths	S715-32

K.L
GM cb:GM/KML
encls.

cc/Mr. H. Groen, Roads Department
cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 3, ON PLAN 62R-13733
INTO APPLEBLOSSOM DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Appleblossom Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Appleblossom Drive.

   Part of Block 30, on Plan 62M-710, designated as Part 3, on Plan 62R-13733.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 96-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 13, ON PLAN 62M-753 INTO BRIGADOON DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Brigadoon Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, to form part of Brigadoon Drive.

   All of Block 13, Plan 62M-753.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1996

City Clerk Mayor

CITY OF HAMILTON

- RECOMMENDATION -

2(D)(iv)

DATE: 1996 June 11
T103-51 D. Gunn

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Encroachment Agreements (R-96-31)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: 1996 June 25

Location	Municipal Address	Owner	Type of Encroachment	First Year / Annual Fee	File Number
Grosvenor Avenue North	294 Grosvenor Avenue North	Ronald Eldon Spencer	Existing porch measuring approximately 6'- 0" wide encroaching approximately 1'- 0" onto Grosvenor Avenue North.	$138.00 / $20.00	T103 - 50 (1245)
King Street East and St. Clair Avenue	904 King Street East	1112824 Ontario Ltd.	A portion of the building measuring approximately 0.63' by 20' - 0" encroaching onto St. Clair Avenue.	$138.00 / $20.00	T103 - 50 (1246)

2(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 June 17

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1996 May 6	Commissioner of Public Works & Traffic	School Crossing Guards at Pedestrian Priority Signals	1996 May 13
1996 May 21	Commissioner of Public Works & Traffic	Storm Damage Summary Monday, May 20, 1996	1996 May 23
1996 May 14	Commissioner of Public Works & Traffic	Private and Confidential Report	1996 May 30
1996 June 4	Alderman D. Drury	Correspondences from Kathleen Kennedy respecting the Gore Park Fountain	1996 June 4
1996 May 30	Commissioner of Public Works & Traffic	Cochrane Rd. and Montrose Ave. School Crossing Guard Request	1996 June 4
1996 May	Ontario Good Roads Association	Bulletin	1996 June 7
1996 May 27	Hamilton Beach Preservation Inc.	Hamilton Beach	1996 June 11

Kevin C. Christenson, Secretary
1996 June 17




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